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WEEK DAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

NIGHT CARS.

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9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAY.

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12.00 noon „ 1.00 p.m. „ 10 „
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TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16TH, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 14 Local	No. 18 Local	No. 8 Local	No. 12 Local	No. 2 Through Express	No. 16 Local	No. 10 Local	No. 4 Through Slow	No. 20 Local	No. 6 Local	No. 22 Mixed Train
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Koo Tan) dep.					8.05			2.50			1.30
SHEK LUNG dep.					9.18			11.45			4.50
Sham Chun dep.	Sundays only	7.32	8.06	10.37	11.15	11.40	2.55	4.35	5.17	7.26	6.41
Shumchun dep.		7.39	8.13	10.44	—	11.47	3.04	4.44	5.19	7.32	—
Fanling dep.		7.53	8.18	10.48	—	11.51	3.10	4.48	5.23	7.37	—
Taipo Market dep.		7.45	8.30	10.57	—	12.02	3.21	5.01	5.33	7.57	—
Taipo dep.		7.47	8.32	11.02	—	12.07	3.27	5.06	5.37	8.01	—
Shatin dep.		8.00	8.47	11.15	—	12.21	3.40	5.22	5.50	8.14	—
Yaumati dep.	7.37	8.14	8.50	11.29	—	12.34	3.55	5.37	6.03	8.30	—
KOWLOON arr.	7.55	8.32	9.00	11.35	11.55	12.45	4.01	5.43	6.10	7.04	7.35

UP TRAINS

Stations	No. 3 Local	No. 1A Local	*No. 5 Through Express	No. 7 Through Slow	No. 15 Local	No. 9 Joint Service Local	No. 23 Local	*No. 13 Thro. Expr.	No. 17 Local	No. 11 Local	No. 21 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves Hongkong —	6.23	6.51	7.45	8.55	10.15	11.45	1.05	2.45	4.15	5.15	5.45
KOWLOON dep.	6.41	7.12	8.07	9.15	10.32	12.00	1.18	3.00	4.32	5.27	7.02
Yaumati dep.	6.51	7.18	—	9.19	10.38	12.06	1.27	—	4.45	5.37	7.20
Shatin dep.	7.02	—	—	9.35	10.50	12.21	1.39	—	4.56	5.50	7.33
Taipo dep.	7.17	—	—	9.47	11.05	12.34	1.55	—	5.08	6.05	7.45
Taipo Market dep.	7.23	—	—	9.57	11.09	12.38	1.58	—	5.13	6.07	7.49
Fanling dep.	7.33	—	—	10.08	11.19	12.45	2.06	—	5.23	6.17	7.58
Shumchun dep.	7.38	—	—	10.13	11.23	12.52	2.10	—	5.27	6.21	8.02
Sham Chun arr.	7.44	Sundays only	8.50	10.19	11.29	12.58	2.16	—	5.33	6.27	8.08
SHEK LUNG arr.	—		—	—	—	—	—	—	—	—	—
CANTON (Tai Koo Tan) arr.	—		12.10	5.34	—	—	—	6.55	—	—	—

* Will stop at Taipo and Sheungshui for first class passengers on notice being given to the guard at Kowloon.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.20	6.2.	Shatkok...dep.	6.30	10.15	1.05	5.00
Shatakok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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Nagasaki:—Japan Hotel
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Nara:—Nara Hotel
Nikko:—Kanaya Hotel, Nikko Hotel
Osaka:—Osaka Hotel
Shimonoseki:—San-yo Hotel
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Yokohama:—Grand Hotel

IN TAIWAN (FORMOSA)

Taihoku:—Taiwan Railway Hotel

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PRINCE OF WALES ON FAR EAST TOUR.

"I LEFT INDIA AN OPTIMIST."

PRIME MINISTER'S TRIBUTE

The Prime Minister gave a dinner at 10, Downing-street, on July 14th, in honour of the return of the Prince of Wales from his Eastern tour, and invited a large number of guests to meet his Royal Highness. These guests—some seventy in number—were chiefly Ministers of the Crown, representatives of the overseas Dominions, departmental under-secretaries, and the Premier's private secretaries. Dinner was served at 8.30 in the famous old oak-panelled banqueting hall.

The Prince was met on arrival by the Prime Minister, and was conducted, through corridors beautifully decorated with palms and rambler roses, to the banqueting hall on the first floor. The diners sat at a single horse-shoe table, the Prince being placed at the right of the Prime Minister.

The Prime Minister, in welcoming his Royal Highness, said: The Prince of Wales has been away for seven months, and during the whole of that time his progress has been watched with anxious pride by all the King's subjects throughout the Empire. It is not generally realised that the British Empire is at least four-fifths Asiatic, that more than four-fifths of his Majesty's subjects are Asiatic by descent. No Prince of Wales can, therefore, be held to have entered fully into the inheritance awaiting him till he has visited and seen with his own eyes that enthralling region of the King-Emperor's vast realm. His Majesty and the Queen fulfilled this duty of their high office before the King came to the throne, and they visited India again after their Coronation. The memory of those visits is still treasured in Indian hearts. The Prince of Wales has played his part and followed the path so well marked out for him.

India's share in the Great War disappointed foes and amazed friends. She sent a million and a quarter of her picked young men to fight under the flag wherever it was challenged in many lands and many climes. The Prince of Wales took the thanks of the King-Emperor and of all his European subjects to the Indian soldiers who fought so well, and he has shown them that the sense of comradeship which welded men of so many races and religion throughout the Empire into the most formidable fighting combination in the world remains as powerful as ever, and will enable us to face with confidence all the troubles and hazards of the future. He has borne the King-Emperor's greeting to the Indian Prince, whose fidelity and readiness to spring to his Majesty's aid was attested in that time of peril and of proof. He has taken to the peoples of India a demonstration of the deep interest which the King-Emperor feels, which I am sure his Royal Highness feels, and which we all feel, in the difficult problems of self-development which, with our guidance and asistance, they are called upon to solve. Last, and not least, he has taken to the British public servants in all the great Indian services a sign of our appreciation of the spirit and constancy with which they discharge their great tasks, a sign that we understand their trials, and are determined to uphold and reward their services to India as they deserve to be rewarded and upheld.

There were many men of deep devotion to the Throne who felt and expressed doubts as to the wisdom of a visit to India under the conditions which then existed. The tidal waves of unrest which have swept over the world since the great upheaval also agitated the crowded millions of India, but the Prince of Wales felt, and rightly felt, that it is the duty of the heir of so glorious a Throne not to wait until the glass is high and roses are in bloom before he visits the people over whom he will one day be called upon to reign. It he is to understand them—and without understanding them he cannot govern them—he should see them in all weathers and in all moods.

THEIR MAJESTIES' NOBLE EXAMPLE.

The King and Queen set a noble example in this respect during the war. Many a time against much timid but honest counsel from outside they visited areas where the overstrain of the war provoked momentary unreason and disturbance. Their Majesties have always identified themselves at all times with the troubles as well as the joys of their people, and on these occasions never shirked the task, however unpleasant it appeared. Their presence invariably had a calming and steadying effect. Every report from India speaks in terms of thrilling gratitude of the beneficent effect of the Prince's tour upon even the most troubled provinces of that great continent. We are glad to see him back, but we rejoice that he went. The Prince paid a visit to some of his Majesty's other Eastern possessions, and he has returned the visit of the Prince Regent of Japan to this country not many months ago. You know how delighted we all were at the news which came of the splendid welcome given him by our old Japanese Allies. They and we have always been firm friends, and nothing on the side of British statesmanship will ever make us otherwise. Finally, as the Prince turned West again, he visited the farthest possessions of the United States—the Philippines—and made the acquaintance of another aspect of American genius and energy.

We are now getting accustomed to great missions greatly discharged by the Prince of Wales. In many ways this last has been the greatest of them all. We all now say to him, "Take a holiday, have a good rest, and a good time. No one has ever better deserved both."

THE PRINCE'S SPEECH.

The Prince of Wales replied in the following terms:

Mr. Prime Minister—I sincerely appreciate the words that you have addressed to me this evening, and thank you for the opportunity you have given me of meeting the members of his Majesty's Government on my return from the longest, and perhaps the most intersting, of my overseas tours. As you will remember, I left England just over eight months ago, eight months crowded with the most wonderful experiences, during which I travelled 40,000 miles; and, it would, I fear, take me a very long time and, incidentally, try your patience were I to attempt to give you a detailed account of all that I have seen and done during that period. After the holiday that you have recommended to me—and which I may say I have every intention of taking—I shall look forward to telling the City of London of some of my impressions, and giving the narrative of a tour, the experiences of which I realise will be of lasting value to me.

As I am at the moment speaking to his Majesty's Government, I would like to record the debt of gratitude that I owe to the country for having enabled me to make this long voyage in such a fine ship as his Majesty's ship *Renown*. During the last three years I have come to regard the *Renown* as my second home—and, I am glad to say, a very steady home too, for love of the sea does not, I fear, necessarily make one a good sailor. The *Renown*, as you know, took me first to Gibraltar; to Malta, where I had the privilege, in the King's name of inaugurating the new Constitution recently granted to those islands; to Aden, and then to Bombay, the Gateway of India, where I landed on Nov. 17th last.

You have spoken, Mr. Prime Minister, of India as she is to-day, and it would be presumptuous here on my part to add much to what you have already said. I will merely say that I went to India in the hope that I might get to know something of India, and that India might come to know me. I had no easy task, for I soon realised that India is a continent and not a country, that her races, languages, and religions differ more from one another than anything we have in Europe. In the short time at my disposal, however, I had opportunities of meeting representatives of all classes, many of the native rulers, and a very great number of Indians who fought in the war—and I left India an optimist.

Some difficulties there must be in the way of the smooth and peaceful realisation of our ideals, for on the aftermath of the war and in the present economic stringency with the advance of civilisation and education, into unfamiliar fields, conflicts of ideas are inevitable. But the wise hand of our distinguished Governor-General is on the helm, and the new legislatures are facing their tasks with energy, patience, and courage. The new era in India calls as much as ever before for the genius of our officers and officials with their great tradition of distinguished public service. They are loyally assisting India to fulfil her destiny and deserve in their turn the loyal support of all, at home. Of my abiding sympathy in India's future she may rest assured.

After leaving India I passed through Ceylon, Malaya, and Hongkong (of which I will speak in detail at a later date) and to Japan, where I spent a most interesting month. I was delighted to return the visit of the Prince Regent and to learn at first hand something of a country with which Great Britain is bound by ties of tradition and intimate friendship, and the welcome and hospitality extended to me by the Imperial family, the Government, and people of Japan I can never forget.

Of my return journey from Japan, it is I fear, impossible for me to speak, though I must make mention of my all-too-short stay at Manila as the guest of the United States Government and the Governor-General. I reached England three weeks ago, and the welcome that I received from my fellow-countrymen is still fresh in my memory and left no doubt in my mind that I was really at home at last. I regard it as a great privilege to have been able to undertake this tour, and, following the example of their Majesties, to familiarise myself with those wonderful countries that lie east of Suez.

Though my travels have taken me far from England, I have never during the whole of my eight months' absence been unmindful of the problems and difficulties which you at home have had to face; I have particularly at heart the great numbers in this country whom the universal depression in trade still keeps unemployed, and I trust most earnestly the world may be on the eve of a period of steady and peaceful recovery. I have watched the problems of England and of Europe with deep and sympathetic interest—an interest which I know is shared by all the King's subjects in the distant lands which I have recently visited, and who look to our courage and common-sense for a lead. I thank you once again, Mr. Prime Minister, for what you have said this evening on behalf of the members of the Cabinet, and would assure you how delighted I am to be at home once more.

The decorations for the occasion of the dinner in honour of the Prince were entrusted to an ex-Service man, Captain Stevens, and were very effective. Along the corridors palms, rambler roses, mauve-shaded hothouse flowers were so arranged as to represent the spring of arches, and the "keystones" were composed of stars fashioned with red roses and malmaison cornations of a slightly paler shade. The same scheme was continued up the main staircase leading to the banqueting hall. The table decorations were left till within half an hour of the banquet, and the flowers looked as fresh as though just picked. There were very many small clusters of them, and they were in varying shades of gold. The general idea aimed at was to produce a sunset effect, and the artist was remarkably successful.

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OVER 1,000 TONS DAILY FROM MIRI.

The Asiatic Petroleum Co., Ltd., forward to the Straits papers copies of telegrams which have passed between H.H. the Rajah of Sarawak and the Sarakak Oilfields, Ltd. They run as follows:—

Telegram from the Sarawak Oilfields, Limited: On completion of first 1,000,000 tons oil production Sarawak we venture to congratulate Your Highness upon prospects of Crude Oil industry in your State. A broad and far seeing policy inspired confidence to invest the vast capital required for exploring possibilities and fostering the developments of your natural resources and the decision to confine this task to one experienced and trusted organisation receives its complete vindication in the event we are now celebrating. We desire to express to Your Highness our confidence in the brilliant future of Sarawak Oilfields, Ltd., and in the prosperity their success will add to the country in which their labours are directed.

Reply from H.H. the Rajah of Sarawak: Heartiest congratulations on completion of first 1,000,000 tons oil in Sarawak. Friendly relations between Company and Government always be encouraged by me as brilliant future of oil means corresponding prosperity for Sarawak

ENTERPRISE REWARDED.

Comparatively few people realise the importance of these oilfields in Sarawak. The production is now 1,100 tons a day, it was formerly 700—and the resources of the fields would appear to be very great indeed. The prophecy of a year ago, that it would prove to be one of the best oil producing fields in territory under the protection of the British Government has been fully borne out, and the undertaking is another testimony to the activity and enterprise of the Shell group.

The present company, Sarawak Oilfields, Ltd., was incorporated in Kuching on July 20th, last year to take over the oil interests previously administered by the Anglo-Saxon Petroleum Co., Ltd., in Miri.

After many years of scientific prospecting, the Anglo-Saxon Petroleum Co., Ltd., were rewarded for their trouble and expenditure by the appearance of large quantities of oil of good quality. The field already exploited in Sarawak has already given an extraordinary rate of production, and the oil horizons have proved numerous and extend over a large area. Each month the yield becomes greater and, as stated above, now approximates 1,100 tons of crude per day. The most noticeable feature of the field is the average daily output per producing well, which, from figures published in the Petroleum Times dated January 29th, 1921, is higher than that of most of the producing wells of the fields of California.

IDEAL SITUATION.

Situated as it is within three days of Singapore, and within reasonable proximity to the main trade routes from Singapore to Hongkong and Manila, and from Java to Hongkong, its geographical position—Long. 114 E. and Lat. 4 24 N—is most advantageous both for purposes of supplying Eastern markets and for purposes of bunkering oil-driven vessels. Loading is done through two submarine pipelines carried out 2½ miles from the shore, where there is ample depth of water for the largest vessels. We think we are correct in stating that these lines are the longest submarine oil pipelines in the world. A third line—14,550 feet in length—was successfully launched on August 10th, 1921. These lines enable ships to be loaded and despatched exceedingly quickly.

The situation and development of Miri is unique. Instead of being, as one would expect, a very hot climate it is exceedingly cool and healthy. In accordance with the Shell Company's usual policy, great pride has been taken in providing adequate recreation and amusements for the whole community, and Miri enjoys all the facilities of larger centres, including tennis, golf, sea-bathing, a good cinema, and a motor bus service to connect with the outlying oil producing areas. A large farm is in operation for the comfort of the community, an ice plant, vegetable gardens, etc., which permit the Colony being practically self-supporting.

The Sarawak Government gives the company every encouragement in its unremitting search for this valuable product, and the telegrams set out above are a happy indication of the good relations which exist.

A number of public works, of which the chief is the development of the Rhone, are being undertaken by France, the cost to be borne by Germany in the form of reparations in kind. A total expenditure of some £370,000,000 is contemplated.

EYE COMFORT

means better health and better results from your work, and if your eyes require glasses you Have careful and expert examination in fitting the proper correction. Eye comfort requires also just an expert care in the manufacture and adjustment of your glasses. You will find it worth while to consult a reliable firm, devoted exclusively to optical work; over ten years experience in the Colony. You will find no better equipment anywhere than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, located in 53, Queen's Road Central.—ADVT. [565

SPORT.

FOOTBALL

CHARITY MATCH.

KING'S REGT. 3: SOUTH CHINA 1.

A Charity Match was played on Saturday, on the Garrison Ground at Sookunpoo (kindly lent for the occasion) between teams representing the King's Regt. and South China in aid of the Swatow Typhoon Relief Fund.

The match was arranged by the South China Athletic Association who had provided seating accommodation for a large crowd but unfortunately the adverse weather conditions kept a large number away.

The slopes facing the ground were lined with hundreds of Chinese before the time for kick-off.

As soon as the game commenced rain fell heavily and continued throughout the opening half, the field becoming a quagmire.

Despite the heavy rain, great keenness was shown by players and spectators alike.

South China were the first to score, Blacoe failing to hold the greasy ball and Ip Kau, dashing up, landed it into the net.

The King's had most of the play, Jones and Burnett doing most of the attacking while Scott sent over a few wing passes that should have been improved upon. However, before the interval the King's drew level. Burnett, working through, gave Lau Hing Cheung no chance with a low drive.

After the interval the weather cleared, but the going was heavy and inches of water lay on the ground in places.

The King's soon had the game in hand and kept South China at home, but Lau in goal brought off some brilliant saves, at times throwing himself full length at the ball. Jones put his side ahead by running through and placing the ball in the net out of Lau's reach.

South China then took up the attack and Wong Pak Chung, running in, sent in a hard drive which Blacoe stopped the ball rebounding to Lau Tak Chung who sent in wide from close range.

The King's got through again before the close, Jones beating Lau with a ground shot.

The teams turned out as under:—

KING'S.—Corpl. Blacoe; Corpl. Wyang and Pte. Williams; Corpl. Barlow, Pte. Hodgson and Sergt. Newton; Pte. Scott, Corpl. Carr, Lieut. Jones, C.Q.M.S. Burnett and Pte. Lamont.

SOUTH CHINA.—Lau Hing Cheung; Chan So and Fung Tai; Cheung Wing Shing, Leung Tai Fong and Leung Yuk Tong; Lau Tak Chung, Wong Sai Wah, Wong Pak Chung, Ip Kau and Chui Kwong Yeung.

Referee: Mr. F. Smith. Linesmen: Messrs. Newton and Woodman.

TENNIS.

GARRISON TENNIS LEAGUE.

Matches played during week ending 26th:—

R.A.O.C. beat 88th Co. by 50 games to 31:

Capt. Spinks and S.Q.M.S. Nicholas (R.A.O.C.) lost to Capt. Olliver and Sgt. Phillips (88) 4-5; beat C.S.M. Williams and Gr. Henwood, 6-3; beat Br. Dawson and Gr. Hitchings, 5-4.

Q.M.S. Foster and S.-Sgt. Haynes beat Olliver and Philipps, 5-4; beat Williams and Henwood, 7-2; beat Dawson and Hitchings, 7-2.

Ptes. Collie and Tennant lost to Olliver and Phillips, 4-5; beat Williams and Henwood, 8-1; lost to Dawson and Hitchings, 4-5.

R.A.O.C. beat R.A.M.C. by 45 games to 36:

Capt. Spinks and S.Q.M.S. Nicholas (R.A.O.C.) lost to Major Tomlinson and S. M. Thompson (R.A.M.C.), 4-5; beat Sergts. Jane and Rogers, 9-0; lost to Corpls. Savage and Stone, 4-5.

Q.M.S. Foster and S.-Sergt. Haynes lost to Tomlinson and Thompson, 4-5; beat Jane and Rogers, 9-0; beat Savage and Stone, 9-0.

Ptes. Collie and Tennant lost to Tomlinson and Thompson, 1-8; lost to Jane and Rogers, 2-7; lost to Savage and Stone, 3-6.

LEAGUE TABLE TO DATE.

	P.	W.	L.	Pts.
R.E. "A"	8	8	0	8
R.E. "B"	9	7	2	7
R.A.O.C.	6	4	2	4
88th Co. R.G.A.	9	3	6	3
R.A.M.C.	5	2	3	2
Small Units	8	2	6	2
King's	7	0	7	0

GARRISON WATER POLO LEAGUE.

"A" Co. King's	5	R.E.	2
88th Co. R.G.A.	12	"B" Co. King's	0
83rd Co. R.G.A.	8	"C" Co. King's	0
"A" Co. King's	12	"B" Co. King's	1
88th Co. R.G.A.	10	R.E.	1
94th Co. R.G.A.	4	"C" Co. King's	2
83rd Co. R.G.A.	8	"D" Co. King's	0

CORRESPONDENCE.

PUBLIC UTILITY COMPANIES.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I have read with interest "Raindrop's" lament anent the lower level tram-cars. Does "Raindrop" seriously think that the Directors will ride in the conveyances in order to discover and and remedy inconveniences suffered by him and others like my poor self? Unless he is a grillin, your correspondent ought to know that Directors are always very busy seeing that interim and final dividends are possible. It is one of their many duties! Another is to draw fees for attending parties commonly termed "meetings."

Writing about Public Utility Companies, toast-racks, and damnable affairs, permit me to ask your readers (*a*) if it is not a fact that, since the Hongkong Electric Co. changed the voltage, the lamps, exhanged gratis, go out of commission sooner than the old ones were ever known to do; and (*b*) whether it is not a fact that the desk-fans re-wound, free of charge by the Company, no longer provide us with the little cool comfort it was our privilege to enjoy during these hot days? It is perfectly true that the exchange has been effected, and re-winding of fans done, at the expense of the Company, but it was not out of charity and/or consideration for its consumers: it was decreed by a benevolent Government, so let us pray that the Government will decree that the work should be properly and satisfactorily done.

There are many other complaints to be made, but I must leave same to abler pen than mine. With many thanks, in advance, for the publication of this poor effort. Faithfully yours,

FOLLOW ON.

Hongkong, 26th August, 1922.

CHINESE SEAMEN ON BRITISH SHIPS.

INTERESTING ARGUMENT IN SHANGHAI MIXED COURT.

NOT UNDER BRITISH JURISDICTION WHEN IN CHINESE TERRITORY.

Citations from voluminous authorities, says the *Shanghai Mercury* of August 23rd, did not succeed in saving two Chinese seamen from the jurisdiction of the Mixed Court this morning when they were charged with having uttered forged American notes, before Mr. Mead, British Assessor, and Magistrate Loh. Det. Sgt. Tinkler prosecuted. The accused were seamen on the *Esther Dollar* of the Robert Dollar Company, and flying the British flag.

Mr. J. W. Schoenfeld, who appeared for the defence, argued at length to show cause why the accused were not subject to the jurisdiction of the Mixed Court. Counsel cited from voluminous authorities to demonstrate to the Court why seamen on British ships should be subject to British jurisdiction. Counsel even quoted from treaties between China and Great Britain and argued that inasmuch as China had given up her rights under extraterritorial engagements, the accused should be transferred to the British authorities for trial. Counsel said that if they were American or of any other nationality, that is to say, belonging to countries having extraterritorial engagements with China, the same argument could not be sustained, but they were Chinese, employed on a British ship, and China having given up her rights in extraterritorial treaties, the two men could claim British protecton.

Mr. Mead stated in reply that it was impossible for the Court to agree to counsel's line of reasoning. While on British ships, seamen of any nationality other than British, could claim British protection, and were entitled to British protection, but the accused were arrested for an offence committed on Chinese soil and being Chinese could not be dealt with by any Court other than a Chinese Court. If the accused had committed the offence in Bristol, for example, they would then be subject to British laws. But they committed it on Chinese soil and, therefore, the Mixed Court would have to assume jurisdiction.

After an exchange shop proprietor had given evidence as to how the second accused attempted to change $200 gold notes into local money, the first accused was placed on the witness-stand for the purpose of testifying how he came in possession of it, which included several forged notes. Accused at first said he was paid the money for junk he had sold in New York, but upon some questioning on the part of the Assessor, it was found that what he had sold was Chinese wine contained in forty bottles.

Mr. Mead: Are they worth that money?

Mr. Schoenfeld: America is in prohibition and it is cheap on that account.

The second accused said he was asked by the first accused to cash the money. He had no idea at all that it was not genuine money.

Mr. Schoenfeld addressed the Court briefly, asking for a dismissal.

The first accused was sentenced to two years, with one year suspended, and the second accused to three months.

A CHINESE AMAZON.

FIVE CONSTABLES TO ARREST A WOMAN HAWKER.

Sergt. Elson related to Mr. Hamilton, at the Magistracy, on Saturday, an account of the arrest of a Chinese female hawker who was charged with hawking without a licence and with assaulting the police in the execution of their duty.

"The woman struggled violently," said the Sergeant, "and it took five constables to arrest her and bring her to the Police Station."

At this statement all the Europeans in the Court became interested in the case and all eyes were turned on the defendant. The woman, who carried an infant in her arms and held another youngster by the hand, did not appear to be exceptionally powerful, though she was perhaps a little taller than the average Chinese woman. Her head was swathed in a bandage and what could be seen of one of her eyes showed a nasty discolouration.

Giving evidence in the witness box, Sergt. Elston said the woman refused to come to the station and dealt him several blows. Whilst struggling with her the witness was hit on the left leg. In her efforts to break away from the constables she hit her head on the pavement, which afterwards necessitated treatment at the Government Civil Hospital. Witness took her into a shop for the purpose of dressing up her wound. There she again became very violent. She threw a wooden bowl at his head. Fortunately this missed its mark. A wooden shop shutter was also sent hurtling through the air but the aim of this was deflected by a projection from the wall. After the wound had been dressed the woman was taken back into the street, where she pretended to faint. At an unguarded moment she got up and made off, doing the whole distance of Gilman Street before she was caught. On the way to the Police Station she was very violent.

The Magistrate: She seemed to take a dislike to you?

The witness: Yes. She also refused to give any particulars regarding herself.

Corroborative evidence was given by a Chinese detective who said that the woman scratched him on the hand.

The woman, asked if she had anything to say, said she placed her basket of fruit on the pavement and was resting when she was arrested. "When I fainted," continued the defendant, "the Sergeant struck me many times with a stick."

Asked why she was able to run away if she felt faint, the woman said, "I had to find my children. I did not wish them to get lost in the crowd."

In finding the defendant guilty of assault, the Magistrate said, "I do not believe for one moment that Police Sergeant Elston would use violence unless it was necessary. You seem to act just like a savage. I am prepared to be leniency with women but you have forfeited all claims to leniency."

For assaulting the police the woman was sent to prison for one month with hard labour. The Magistrate added that if she had not been knocked about he would have sent her to prison for two months.

On the charge of hawking without a licence a fine of $4 was imposed with the alternative of seven days' imprisonment, both sentences to run concurrently.

BLACKMAILING GANG AT WORK.

CHINESE ACTORS ALLEGED TO HAVE BEEN THREATENED.

As the result of recent police investigations, two cases, one bearing upon the other, were mentioned at the Magistracy, on Saturday, before Mr. Hamilton. The existence of a gang of blackmailers has become known to the Police. According to Inspector Appleton this gang preys mostly on Chinese actors and actresses and in this connection a young Chinese was charged with attempting to obtain $100 by means of menaces.

The Inspector said that the prisoner belonged to this gang and his activities were traced to a theatre at Causeway Bay and to a couple of other theatres in the Colony. One actor had received a threatening letter to the effect that he would be shot if proceedings were taken against the defendant.

Mr. Leo d'Almada appeared for the defence and asked for a remand with bail. This was granted, bail being fixed at $1,000. Mr. R. E. A. Webster is for the prosecution.

As a sequel to these threats a well-known Chinese actor in order to protect himself armed himself with a revolver, but unfortunately did not receive the consent of the Captain Superintendent of Police to do so. On Saturday he was charged before Mr. Hamilton with being in illegal possession of a revolver and six rounds of ammunition.

Mr. R. E. A. Webster appeared for the defence and asked for a remand. This was granted, bail being granted at $250. The case will come up for hearing to-day.

TECHNICAL EDUCATION IN CHINA.

"OVER PRODUCTION OR UNDER DEVELOPMENT."

During the past year several articles bearing direcly or indirectly on Technical Education in China have appeared in the various daily papers and reviews. This matter is largely explanatory and as such is not of a controversial nature, but certain statements, some of which are attributed to Yeh Kung Cho, former Minister of Communications, appear to the writer to be so much at variance with actual facts as to call for some comment.

All interested in technical education in China will undoubtedly feel that the amalgamation of the Peking, Tangshan and Shanghai colleges to form the Chiao Tung (Communeations) University in order to get economy of effort, satisfactory co-ordination, etc., and the general improvement of such education generally is a step in the right direction, and that any consequent temporary disorganization will have its compensations.

It is considered that certain main issues raised by various writers together with their comments thereon, may produce erroneous impressions, and these points which are dealt with below are considered by the present writer in the light of his experiences at a Government Institution and his subsequent residence in this country.

We are asked to believe that the university scheme was launched because so few students after taking Technical courses followed technical careers. It is further suggested indirectly that lack of co-ordination has deprived students of satisfactory training, rendering them more or less unfit for the carrying out of duties of a technical nature. It is the writer's studied opinion that the trouble is more deep seated than this, and to suggest that anything in the nature of a college reorganization is the panacea for what we may call wasted technical talent is to show an ignorance or total disregard of the conditions now obtaining in China. Moreover, it implies that the instruction given in the several colleges prior to the amalgamation was so hopelessly inadequate that students who were successful in passing out were not qualified to be offered work on a remunerative basis by the Board of Communications, and that with the coming into existence of the university, *experts* will be produced in quantity.

As suggested above, the trouble is largely one of employment and it can be solved only by drastic reforms applied by officials of adequate training and experience and of unimpeachable integrity, in short, by officials who are prepared to eliminate favouritism, and who mean to get the best of their countrymen for their country's needs. That is to say that only men with the requisite technical qualifications should hold technical posts. At present such posts are more often than not held by politicians who possess a superficial book knowledge only and who have never taken part in the actual direction of engineering work.

We are told that the Board of Communications is in a position to give the students employment. One respectfully asks Where? Will the Board make jobs and, if not, where could even fifty students be placed at the present time? The writer ventures to suggest that statistics showing exactly what proportion of students who have kept to technical work have found employment in the Board of Communications would make illuminating reading. One is inclined to ask whether the old students of the constituent colleges are to be penalized simply because the university scheme had not been thought of in their time and if not how can we explain the fact that old students from Tangshan—according to one writer the finest Technical Institution in the country—with four-year courses and the Associateship of the College behind them and a further two or three years' experience in or upon engineering works, are looking for work? Some two months ago an old student so qualified applied to the writer for help. He was referred to the officials of one of the Northern group of railways then actually extending its system, and was offered work on the same footing as a "student engineer" or whatever fancy name the Board has adopted to define the status of such servants, at a rate of remuneration which did not exceed $80 per month.

The real explanation of the unsatisfactory state of affairs is not poor technical training but lack of development and it is manifestly impossible for any country to absorb yearly some one to two hundred engineers and experts on a total track mileage of from four to five thousand, with all the postal, telegraph and navigation services thrown in.

China has started to fly before she can walk in more ways than one, and, apart from the consideration of adequacy of training given, the problem reduces itself to either over-production or under-development, whichever way one cares to look at the problem.

In the past, officials of the Board of Communications have brought technical education to the point of ridicule by sending up students who have been "ploughed" in the final, for as many as two and three re-examinations in almost as many weeks. Comment is superfluous! And yet it may be advisable to emphasize the fact that China's trained engineers will never have any standing in foreign eyes so long as it is known that candidates who have failed in their examinations are more or less pushed through by official order. Two or three such men ruin the degree which they hold but which they are not entitled to use.

With reference to the statement that the education as now given is not of a practical nature, one can but emphasize the fact that any amalgamation or regrouping of colleges will leave this question untouched. It is a pity that the Chinese have fallen into the ways of the London University and other examining bodies, and are giving engineering degrees on purely theoretical training.

(*Continued at foot of next column.*)

For obvious reasons, there is less to be said against this practice in the States and in England, because a student unconsciously conforms to precedent, and, after all, there is something in the traditions of a profession. He takes his shop practice as a matter of course and invariably enjoys it. The writer has lively recollections of some seven and a half years spent in the shops and drawing offices of the premier railroad of Great Britain. These and subsequent experiences of a practical nature have confirmed his opinion that there is no royal road to a knowledge of engineering. This point of view is certainly not understood by the majority of the students who are getting their technical education in this country.

In 1914 the writer arranged for six students from the Mechnical Engineering Department of Tangshan College to spend the summer months in the shops of the Peking-Mukden Railway. This scheme was sanctioned only after repeated representations had been made to the authorities concerned, and apart from the fact that the officials gave very little encouragement, it is an undoubted fact that the students made no attempt to improve on their opportunities. In short, they objected to the time limits and general restraint imposed and the experiment was a failure. And yet this is the only method which will give a satisfactory solution to the problem. Why not take a leaf out of the book of the eminent engineer Sir Joseph Whitworth, who stipulated that before a student could enter for the coveted Whitworth Scholarships he must produce satisfactory evidence of three years' workshop training? Why not pitchfork the students into the works at Tangshan, Nankou, and a host of other places where they would lose much of the angularity with which youth seems to be so abundantly provided? Make them conform to shop rules, and work strictly to the clock. As an eminent English engineer once said. It is only by the following of the various engineering processes, by the personal doing of things and by the actual handling of the materials and tools used in engineering that one can ever hope to become more than a wooden-headed, cocksure, academic person. In one year of such training, a student would have the opportunity to learn more of real engineering than he could ever hope to get out of the world's text books, or from three years' spoon feeding by the best brains at Cornell, London, or Charlottenburg.

After all, apart from the fact that each country has its own peculiar difficulties, engineering in one is very much like engineering in another, and once the curriculum has been satisfactorily decided upon, there will be little need for change. If the administrative authorities and the Chiao Tung Pu wish to pull together for the good of students who "have the potentiality of developing into the best technical men," in theory at least the way is simple. "In fact, it is the only way to give "Chinese a training suitable to the needs of their country.—*Peking and Tientsin Times.*

THE SEAMEN'S STRIKE IN THE NORTH.

CHINA MERCHANTS' SHIPS STILL HELD UP.

TWENTY-FOUR VESSELS IDLE.

The *Shanghai Mercury* of August 23rd states:—

Eighteen days have now elapsed since the outbreak of the seamen's strike but the position between the Seamen's Union and the China Merchants' Steam Navigation Company is exactly the same as it was in the beginning. The Company continues to hold aloof insofar as negotiations with the Union are concerned, insisting on its right to negotiate with its men direct. The strikers, on the other hand, refuse to have any dealings with the Company's officials except through the Union's officials. There was no indication this afternoon as to when a start would be made in negotiations. It is known, however, that the Company has endeavoured to come to terms with its men through outside mediators. The Union's officials insist that the increased wages now asked are in every way reasonable, considering the fact that no reduction of working hours nor the employ of more men has been asked for. At the present time, the men put in no less than eleven hours of work each day. The number of China Merchants' ships tied up now total 24 and the tonnage exceeds 24,000. Below will be found a list of the steamers with their respective tonnage:—

Fuching	980
Hsinming	1,468
Hsinchang	1,258
Hsinkong	1,262
Hsinchi	1,385
Hsuan	837
Irene	826
Kwangtah	1,536
Kwanglee	1,468
Kungping	1,742
Taishan	1,962
Tsonan	912
Tungwah	746
Yuchun	1,079
Koho	1,076
Kiangwah	2,321
Kiangyu	1,490
Kianghsin	2,101
Kiangtai	1,460
Kiangan	3,141
Kuling	300
Hsin Kiangtern	2,613
Kiangteen	1,435

The Company pays its bosuns, quartermasters and carpenters at the rate of $30 each per month, the seamen $24 per month, the No. 1 firemen $30, the ordinary firemen $26 and the No. 2 firemen $22 per month, and the boys $10 per month. The men pay for their own food. The increase asked is 30 per cent, which the strikers maintain is quite reasonable in view of the present abnormal cost of living.

A telegram received yesterday reports the settlement of the strike.—ED. *H.D.P.*]

FOOTBALL
CLOTHING.

AS USED BY THE LEADING PROFESSIONAL CLUBS.

JERSEYS
ANKLETS
STOCKINGS
KNICKERS
KNEECAPS
SWEATERS

"BUKTA"
TRADE MARK.

"McGREGOR" FOOTBALL BOOTS.

SPALDING'S & SHILLCOCK'S FOOTBALLS.

SPECIAL TERMS TO CLUBS.

SPORT DEPT.
LANE, CRAWFORD, LTD.

SODA FOUNTAIN
AT
CAFÉ WISEMAN.
SUNDAES, PUNCHES,
ICE CREAM SODAS,
ALL FLAVOURS
BEST SERVICE. HIGH QUALITY.
LOW PRICES.
LANE, CRAWFORD, LTD.

SHORTEST BABY GRAND
BY
COLLARD AND COLLARD
(EXPERTS IN TROPICAL CONSTRUCTION)
AT
ANDERSON'S

Wm. Powell Ltd
TELEPHONE 3146.
Glyn's Hand made Hats
Old English make
WE ARE NOW SHOWING THE NEWEST SHAPES IN SOFT FELTS, VELOURS, TWEED, SINGLE AND DOUBLE TERAIS, ETC.
INSPECTION INVITED
AT
No. 10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

HONGKONG CLUB.

NOTICE.

THE Second Yearly DRAWING of 20 DEBENTURES (1920 issue—$500 each) of the Hongkong Club, Payable on SATURDAY, the 30th SEPTEMBER, 1922, will be held in the Club House at 11 o'clock, A.M., on FRIDAY, the 8th SEPTEMBER, 1922.

Bearers of Debentures are invited to attend the Drawing.

By Order,
A. H. ABBAS,
Secretary.
Hongkong, 28th August, 1922. [1416

FRANCIS WILLIAM MITCHELL
(DIED 1890).

JOHN STEWARD LAPRAIK
(DIED 1893).

INFORMATION as to "JOHN ROBERTS SENR. and Family" is wanted in connection with the above deceased.

JOHNSON, STOKES & MASTER,
Solicitors, &c.,
Prince's Building, Hongkong.
Dated the 28th August, 1922. [1415

HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

WILL Members who have not paid their subscriptions for the current year, kindly forward same to the undersigned.

As the Society will soon be short of funds, the Committee earnestly invite the support of all Lovers of Animals in the Colony, in order that the good work now begun may be continued.

WE SPEAK FOR THOSE WHO CANNOT SPEAK FOR THEMSELVES.

ANYONE may become a Member by forwarding $2 to the Hon. Treasurer.

Annual Subscription for Member ...$2
Children ... ...$1.

J. H. RAMSAY,
Hon. Treasurer,
c/o The Hongkong & Shanghai
[1414 Banking Corporation.

THE HONGKONG JOCKEY CLUB.

AN EXTRAORDINARY GENERAL MEETING of MEMBERS will be held in the JOCKEY CLUB ROOMS, Hongkong Club Annex, on MONDAY, SEPTEMBER 4TH, 1922, at 5 P.M., for the purpose of confirming the Resolution passed at the Extraordinary General Meeting held on the 15th day of August, 1922, approving the Stewards' scheme for carrying out certain alterations in the Jockey Club premises at the Race Course. [1400

DAIRY FARM NEWS.

FISH.

Just landed, direct from the Scottish Fisheries.

FILLETS ... ... 65 cents Per lb.
HADDOCKS ... ... 60 " "
KIPPERS ... ... 50 " "

LATEST TABLE DELICACY.

SQUAB CHICKEN (DRY PLUCKED) ... $1.00 Each.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

CLEARANCE SALE

OF SHOP-SOILED

NOVELS

AT PRICES UP TO

$1.00

AT

11, Beaconsfield Arcade.

TO-NIGHT AT THE CORONET

THE FORBIDDEN THING.

KOWLOON THEATRE.

THE DEVIL TO PAY.

INTIMATIONS

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty Cents (50 cents) per share has been declared for the half year ending 30th June, 1922.

Such Interim Dividend will be payable on and after MONDAY, the 11th September, at the offices of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be CLOSED from the 30th Aug., 1922, until the 11th September, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors.
SHEWAN, TOMES & CO.,
1401] General Managers.

THE HONGKONG HOTEL CO., LTD.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of SIXTY CENTS per share on FULLY paid up shares and EIGHTEEN CENTS per share on PARTLY paid up shares has been declared for the HALF YEAR ending 30th June, 1922.

The dividend will be payable on and after WEDNESDAY, the 30TH AUGUST, 1922, on which date dividend warrants may be obtained at the Company's office.

THE REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 28TH to WEDNESDAY, the 30TH AUGUST, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. Y. WARD,
Acting Secretary.
Hongkong, 23rd August, 1922. [1406

S.S. "TUNGSHING."

STRANDED IN SWATOW HARBOUR.

MESSRS. JARDINE, MATHESON & CO., LTD., General Managers, INDO-CHINA STEAM NAVIGATION CO., LTD., Hongkong, are prepared to receive TENDERS for the temporary repair, floating, and delivery of the above steamer her stores, apparel and tackle, afloat, in the Harbour of Swatow, in a condition for proceeding to Hongkong.

Permits for inspection of vessel as she now lies, will be issued on application to the above. [1404

PARTICULARS
OF
VALUABLE LEASEHOLD PROPERTY
Situate
No. 13, WING HING STREET,
VICTORIA, HONGKONG,
To be Sold by Order of the Mortgagee
By
PUBLIC AUCTION,
IN ONE LOT,
On
MONDAY,
The 18TH DAY of SEPT., 1922, at 3 O'CLOCK P.M.
By
Messrs. LAMMERT BROTHERS
AT THEIR OFFICE, DUDDELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof, together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from
Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Voeux Road Central,
and
Messrs. LAMMERT BROTHERS,
1387] Auctioneers.

J. B. LAL,

THE ABLE INDIAN PHYSICIAN FROM SINGAPORE,

is now ready to receive anyone who wishes to consult him on the following diseases, viz., Cold, Catarrh, Headache, Hemicrania, Earpain, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE,
the above diseases in less than
TWO MINUTES.

I can cure all Kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

$1,000 REWARD.

A Reward of $1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of my medicine.

The medicine is my own preparation.

Consulting charge $3.00
Visiting Fee 5.00

Consulting hours 9 A.M. to 12 Noon.
" " 3 P.M. to 6 P.M.

J. B. LAL,
c/o KING EDWARD HOTEL,
ROOM No. 48.
[1385

MRS. HAN INOKUCHI

TELEPHONE K 754.

No. 21, ASHLEY ROAD, KOWLOON.
Back of STAR THEATRE.

CERTIFICATED EXPERT MASSAGE
(HAND AND ELECTRIC),
ALSO AT
PATIENT'S RESIDENCE BY ARRANGEMENT.
[1197

NOTICES TO CONSIGNEES

JAVA PACIFIC LIJN.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, PORTLAND AND LOS ANGELES.

THE Steamship

"TJIKARANG"

having arrived from above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the Wharves delivery may be obtained.

Goods not cleared by the 30th Aug., 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 29th Aug., 1922, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LIJN,
Agents.
Hongkong, 24th August, 1922. [1405

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship

"CITY OF LINCOLN"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No Claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 31st August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 7th September, 1922, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesdays or Fridays between the hours of 10.45 A.M. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE, LTD.
General Agents.
Hongkong, 25th, August, 1922. [1410

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "LAOMEDON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 24th August.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all goods remaining undelivered after the 30th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 13th Sept., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th August, 1922. [1408

FOR SYDNEY DIRECT.

THE Steamship

"GWYDIR"

will be despatched for SYDNEY DIRECT. Sailing hence on TUESDAY, 29TH AUGUST, 1922, P.M.

For Freight apply to
WILLIAMSON & CO.,
20, Des Voeux Rd. C.,
1412] Agents.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, BF, RU, RW, TH, TU.

WANTED.—Japanese Woman wants post as Children's Nurse, preferably on Peak. Apply Box T.X., c/o *Daily Press* Office. [220

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.
Further details apply
485] W. G. HUMPHREYS & Co

FOR SALE.

STEAM LAUNCH. Dimensions, Length Overall 65 ft., Beam 10 ft., Depth 5 ft. 7 inches. Hull of Hardwood underwater with Teak top, sides, & deck. Frames of Ipol.
Engines 6½" x 15"
9"
Boiler 4 ft. 9 inches dia., 6 ft. 6 inches long
Speed 9 knots.
For further particulars apply to P.O. Box 474, Hongkong. [1382

INTIMATION

JOHN DEWAR & SONS, LTD.,

PERTH, SCOTLAND.

By Royal Appointment to His Majesty The King.

WHITE LABEL

FINEST SCOTCH WHISKY

OF GREAT AGE.

AWARDED 50 GOLD AND PRIZE MEDALS.

AGENTS:

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

BIRTHS.

CLEMO.—On August 26th, to Mr. and Mrs. F. C. Clemo, a son. [1417

STUART TAYLOR.—On August 26th, at 4, Thorpe Manor, to Sir ERIC and Lady STUART TAYLOR—a daughter. [1413

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 28TH, 1922.

"CODLIN'S THE FRIEND, NOT SHORT."

"THE Extraordinary Plenipotentiary Envoy of Soviet Russia to China," M. JOFFE (or, as the Russian news agencies write it for the benefit of English readers, M. YOFFEE), who has been "invested with extraordinary powers to negotiate with Japan," has been in Peking now for a month or more taking a general survey of the situation. M. JOFFE is a diplomat of the foremost rank in Russia. He has been a permanent member of the All Russian Central Executive Committee from the beginning of the Russian Revolution; he was one of the Russian representatives with whom Germany negotiated the Treaty of Brestlitovsk, and as an Envoy to Berlin in 1918 he negotiated agreements with Germany with regard to reparations for mercantile steamers seized or destroyed. M. JOFFE also negotiated the peace treaties with Estonia, Latavia, and Lithunia in 1920, and the peace treaty which terminated the warfare between Poland and Russia in 1921. His last service in Europe was as one of the delegates who represented Russia at the Genoa Conference. In view of M. YOUNIN'S failure to come to any agreement with China after spending some three or four months in Peking a year ago, the Government at Moscow evidently concluded that it required a man of distinction in the field of diplomacy to treat with the Powers of Eastern Asia. Before taking up officially the subjects he has come to discuss with the Chinese Government, M. JOFFE has been occupying himself in Peking in an effort to create a general impression that the Russian "CODLIN is the real friend of China, and not the bourgeois SHORT. He has entertained the Chinese journalists at Peking at a banquet and regaled them with an address on the political and economic situation of Europe as viewed through the eyes of the Bolshevist; and he has been entertained by a group of professors of the National University at Peking, among whom apparently are some in full sympathy with the Bolshevists.

The Russian news agency in Peking has furnished us with translations in English of the speeches made at these gatherings, but all we can say of Mr. JOFFE'S address to the Chinese journalists is that if the Chinese translation was as unintelligible as the English version, then the audience could have been no wiser than they were before they heard it delivered. There are many references to the "imperialistic," "capitalistic" and "bourgeois" countries, and the point that the speaker appeared desirous of emphasising was that "the great imperialistic Powers make the economically weak countries the object of their struggle, so that the natural interests of the economically weak countries must lead them to mutual understanding and unification with the object, firstly, of not allowing the imperialistic countries to start new wars in which the weak countries will lose more than anybody else; and, secondly, not to allow the imperialistic countries to utilise the weak countries in their imperialist interests." Russia, so the speaker went on to say, was the defender of all oppressed peoples. During the past four years the Russia of the Peasants and Workers had been able to repulse all attacks made upon her existence by the imperialistic powers, and it was the aim of Soviet Russia to support politically and economically all weak countries, for her interests coincided with those of all countries engaged in a struggle for national and economic independence. Apparently something more than a suspicion lurked in the minds of the Chinese journalists that Soviet Russia was as imperialistic as any of the other Powers, for what were her troops doing in Mongolia? M. JOFFE was quick to assure the audience that, of course, it was quite against Russia's inclination that her troops had been retained in Mongolia; they were there by request of the Mongolian Government and people, and "when all of us agree that the moment has come, Russia will not retain her Red army in Mongolia even one second longer"—a declaration which is an exquisite example of the language of the accomplished diplomat.

M. JOFFE was in much more congenial company among the University professors, for the Chancellor of the University was of the opinion that "Russia furnishes a good example to China who should learn the lessons of the Russian Revolution, that, like the Chinese Revolution, started as a political movement, but later assumed the nature of a social revolution." The Chancellor spoke of China being the pupil of Russia in this matter. It is to be hoped that the pupil (China) will be diligent in the study of the Russian Revolution, which unquestionably is one of the greatest tragedies figuring in the history of the world.

The Envoy is endeavouring to "establish friendly relations with the Chinese people." What more tangible results will accrue from the Mission it is impossible yet to predict. An official statement of the object of the Mission, so far as China is concerned, is marked by the greatest caution. It says the Soviet Government in sending an Extraordinary Plenipotentiary Mission to Peking is not pursuing as a special aim the negotiation of a trade agreement with China, but is aiming at establishing good friendly relations between the Russian and Chinese peoples. "True," says the statement, "the Russian Mission does believe that formally established normal relations between both Republics, as well as the conclusion of a trade and any other agreement would equally benefit both sides; but Russia does not wish to press the Chinese Government in this respect, and is quite willing to wait for the Chinese to make approaches to that end." It is obvious that trade and political agreements are the objects covered by this camouflage, and it is interesting to observe the cautious methods by which the experienced Russian diplomat is working to secure them. He will not be satisfied to return to Moscow with vague assurances of the growing friendliness of the Chinese people. It is clear from the references to policy we have quoted that such agreements as Russia desires would be likely to create a very serious international situation in China, and it is fortunate that when M. JOFFE comes to open his negotiations officially with the Chinese Government he will have to meet at the Foreign Office a diplomat of the experience and ability of Dr. WELLINGTON KOO who may be trusted to safeguard China from the perils which the kind of agreements Russia has been long seeking with China would surely involve.

A thief entered a bedroom on Friday night, occupied by Mr. Maling, at No. 47, Nathan Road and stole a pair of trousers and the sum of $25 in notes.

The cabin of the Chief Engineer of the s.s. *Hawaiian Maru* was entered by a thief, whilst the vessel was lying at her buoy on Friday. Money and valuables worth $256 were stolen.

Information is sought regarding "John Roberts, sen. and family" in connection with the deaths of Francis William Mitchell (died 1890), and John Steward Lapraik (died 1893).

The Hongkong Society for the Prevention of Cruelty to Animals will soon be short of funds and the Committee in an advertisement published in another column make an earnest appeal for more public support.

Among those who left by the *Empress of Australia* on Saturday were H.E. the Governor of British North Borneo and Mrs. Pearson, Dr. Gladys Turner, Dr. G. Duncan White, Archdeacon F. X. Soares, and Mr. Moore Bennett.

A returned emigrant from Singapore, who had worked in the mines in the Straits Settlements for many years, was robbed of his savings on Friday. He was attacked by three men armed with iron bars in Shanghai Street, near the Tung Ah Knitting Factory. The robbers pressed him to the ground and stole from him $2,030 in notes.

A barber of No. 264, Hollywood Road, was savagely attacked by three men in Queen's Road Central during the early hours of Friday evening, near the Western Market. The street was crowded at the time. One of the men said "I am going to search you," and dealt the barber a heavy blow in the eye. The other two then joined in the assault and before the man could raise the alarm they had stolen from his pocket $24 in notes. The robbers made good their escape. The barber is now in hospital suffering from the effects of the thumping he received.

LADY ENGINEER FOR BLUE FUNNEL LINER.

The *Daily Telegraph* announces that Miss Violet Drummond, daughter of the Hon. Mrs. Drummond, of Megginch Castle, Forfarshire, having finished her apprenticeship as an engineer in Dundee, has accepted an appointment on the engineering staff of one of the Holt Line steamers, trading between Liverpool and Australia. She is the first woman thus to qualify.

From another contemporary we extract the following:—If the ambition of Miss Victoria Drummond (a grand-daughter of the first Lord Amherst of Hackney) is realised, there will be a woman engineer on one of the Holt steamers, and, we suppose, ghosts of countless "Maes" will walk in silent protest. The lady who desires to go to sea as an engineer is now working in the Liverpool office of Messrs. Holt and Co., Ltd., the owners of the Blue Funnel Line, and does not appear to anticipate difficulties in creating a record as the first woman engineer in a liner. For six years she has worked in the engineering office of the Caledon Shipbuilding and Engineering Co., Ltd., Dundee. Wearing horn-rimmed spectacles and poring over formidable engine designs spread on a desk, she said, "My ambition is to go to sea as an engineer. I believe I will be the first woman to achieve this. I am hoping to leave in a month or two. I am not a bit shy of being the only woman working among men in the bowels of a ship. I am devoted to engineering. I find it a fascinating subject." As a large part of the journey of the Blue Funnel liners, either running to and from Australia or China, is through the tropics the conditions of an engineer's work are rather arduous.

Large quantities of arms and ammunition, including 136 light and eighteen heavy machine guns, and forty-two machine guns of a new pattern, have been discovered by the Entente Commission of Control in the Kiel arsenal. There is now a possibility that the arsenal will be closed.

CABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

DESPERATE CONDITION OF AUSTRIA.

CONFLICT OF FRENCH AND ITALIAN POLICY.

LONDON, August 25th.

A tense diplomatic struggle among the Slavs, Germans and Italians has begun in consequence of the almost desperate situation in Austria. Dr. Seipel, the Austrian Chancellor, has visited Prague and Berlin to seek help and prevent the collapse of Austria. He is now conferring with Signor Schanzer, the Italian Foreign Minister, at Verona on the matter.

France is very closely watching developments. The French are opposed to a union of Austria with Germany or Italy but it is reported they would favour a union of Austria with the Slav States composing the little Entente. But this is impossible owing to the attitude of Italy, which threatens to intervene if Austria falls into a revolution or attempts to unite with Germany or the Little Entente. It is stated that Signor Schanzer made this threat at the London Conference, when Mr. Lloyd George told him that it might mean war.

AUSTRIA'S APPEALS PROBABLY ANSWERED.

LONDON, August 26th.

There are indications that Austria's appeals for help and likely to be answered.

FRENCH GOVERNMENT REALISES GRAVITY OF THE SITUATION.

PARIS, August 26th.

According to the *Echo de Paris*, the French Government is recognising the gravity of the position and has asked the League of Nations to report on the request for assistance referred to it by the London Conference.

ITALY WILL NOT ACT ALONE.

LONDON, August 26th.

Pending the presentation of the report, Reuter's correspondent says that Signor Schanzer told Herr Seipel, at a conference at which the latter exposed the seriousness of the Austrian political and financial situation, that Italy was unable to makes any concrete proposals to Austria, as she intended only to act in concert with the other Governments. At the same time, he promised to immediately examine the Austrian proposals for an economic union. Herr Seipel's mission has left for home.

LITTLE ENTENTE WILL ASSIST AUSTRIA.

LONDON, August 26th.

The *Daily News* Belgrade correspondent says that the Governments of the Little Entente have decided to financially assist Austria.

THE REPARATIONS QUESTION.

GERMANY TO GUARANTEE DELIVERIES.

PLOT TO KILL M. POINCARE.

LONDON, August 25th.

Reports from Berlin regarding the situation between the Reparations Commission and the Cabinet are somewhat conflicting, but it is indicated, to-day, that the discussions have not been entirely concluded and that although an agreement has so far not been reached, Germany is preparing new proposals for submission.

BERLIN, August 25th.

In the course of a conference between a Trade Unions deputation and Herr Wirth it was stated that the Reparations Commission had rejected the offer to create a reserve fund in foreign currency which will be at the disposal of the Entente should Germany default as regards wood and coal deliveries. It was added that negotiations in respect of the coal mines and forests were proceeding.

AN ARRANGEMENT CONCLUDED.

BERLIN, August 25th.

It is officially announced that semi-official negotiations between Sir John Bradbury and M. Mauclere and the Government have concluded with an arrangement which substantially consists of Germany guaranteeing future deliveries of coal and timber by bills on large German industries. The Reparations Commissioners have departed for Paris, where they will submit the results of their mission to their colleagues.

THE FLUCTUATING MARK.

LONDON, August 25th.

There were wild fluctuations in marks, which went to over 11,000 to the pound sterling and rallied to 7,500 on favourable reparations rumours. Finally they were quoted at 9,000, sellers.

PLOT AGAINST M. POINCARE.

PARIS, August 25th.

Le Matin states that the police have received trustworthy information that a German named Guenther, belonging to the famous secret organisation "Consul," is in Paris on a mission to kill M. Poincare. The police are searching for him.

AN ARREST MADE.

PARIS, August 26th.

The police arrested an alleged member of the German secret society "consul" who, it was suspected, came to Paris in order to make an attempt on M. Poincare's life.

WEIGHTY OPINION BY U.S. STATE GOVERNOR.

LONDON, August 26th.

A weighty expression of opinion on the European situation and America's concern therewith, has been issued by Governor Cox, thrice Governor of Ohio and the democratic candidate against President Harding at the last Presidential election.

Governor Cox has been visiting various capitals in Europe and meeting leading statesmen. He has now reached England and breakfasted with Mr. Lloyd George this morning.

As the result of his observations, Governor Cox concludes that the nations of Europe have arrived at a deadlock on the Reparations Question and there seems no relief on this side of the Atlantic. He declared that the master key is held by the United States. The Governor believes that no decision by England is likely to be acceptable to France.

THE POLICIES OF FRANCE AND GERMANY.

LATER.

Governor Cox expresses the view that France's military policy is based entirely on a desire to protect herself against invasion, while, on the contrary, the German Government wants peace.

SUGGESTED APPOINTMENT OF U.S.A. SECRETARY OF COMMERCE.

After a full exposition of the situation Governor Cox urges the United States Government to take the initiative, in order to prevent disaster. He emphasises the desirability of designating Mr. Herbert C. Hoover, Secretary of Commerce, to serve in coping with the Reparations' task. He points out that Mr. Hoover enjoys European confidence and should analyse the economic situation of Germany, in order to decide what Germany can pay.

LIBERAL ATTITUDE SUGGESTED REGARDING INTER-ALLIED DEBTS.

As regards the Inter-Allied debt, Governor Cox was most careful in expressing himself. He said the question need not be considered, as it was not necessary, but submitted, however, three hypotheses from the American angle, in which he suggested the moral or practical desirability of a liberal attitude.

GERMAN WORKMEN'S INCREASED EFFORT.

PARIS, August 26th.

The *Petit Parisien* says that in connection with the latest German proposals, in respect of Reparations, Herr Wirth conversed with the Trade Union leaders, who agreed, in principle, that the miners will put in an extra six hours weekly. He also conversed with leading business magnates, including Herr Stinnes, who guaranteed to furnish the required deliveries in kind until 1923.

REPARATIONS SCHEME INTENDED BY PREMIER POINCARE.

PARIS, August 26th.

How France proposed to arrange a combined settlement of the reparations and inter-Allied debt questions, before the Balfour Note barred their plan, is revealed by the *Temps* publishing a summary of the scheme M. Poincare intended to submit to the London Conference. This scheme proposed to divide the total reparations, one hundred-and-twenty milliard gold marks, into fifty, and seventy milliards. The former were to have priority and bear five per cent. interest, plus a sinking fund of two per cent. Germany would be assisted to pay, in advance, by loans. Seventy per cent. of the fifty milliards would be paid in cash and thirty per cent. in kind. The Allies would cancel their mutual debts, totalling thirty milliards, of gold marks, which would be deducted from the seventy milliards already mentioned. The remaining forty would be cancelled according as Germany paid the last twenty of fifty aforementioned and as the United States reduced the Allied indebtedness. Britain would, in any case, draw ten per cent. of the German payments, while others would receive proportionately to the expenditure they entailed in the reparation of devastations and material damage.

RELIEF MEASURES BY GERMAN GOVERNMENT.

BERLIN, August 26th.

It is officially announced that the Government is discussing relief measures, in consequence of the increasing economic distress, due to the enormous fall of the mark.

The State Premiers and other members of the Cabinet have been invited to Berlin to discuss the situation.

The Cabinet, presided over by President Ebert, when deliberating on the situation arising from the increased cost of living, owing to the fall of the mark, decided to restrict the importation of luxuries and increase the export duties, announcing that these decisions will take effect immediately.

Measures are also being prepared to prevent exchange speculation. It is understood the Cabinet contemplates prohibition of the export of sea fish, measures against ultra-luxurious restaurants, increased relief to wounded and the dependants of those killed, and also measures assuring proper food distribution.

LATEST CABLES.

LORD NORTHCLIFFE'S WILL.

CAVEATS ENTERED AGAINST GRANT OF PROBATE.

LONDON, August 26th.

The newspaper, *News of the World*, states that three caveats have been entered by interested parties against grant of probate in the will of Lord Northcliffe.

The first will, dated March 22nd, 1919, with several codicils, is being propounded on the ground that the testator was of unsound mind when the second will was made, shortly before his death. In this will, Lady Northcliffe is appointed sole executrix. It is rumoured that Lady Northcliffe is the chief beneficiary under both wills, which presumably differ in other respects.

POLICY OF NORTHCLIFFE PRESS MAY DEPEND ON DECISION.

A writ has been issued commencing a suit to determine which will shall be admitted to probate. It is thought the destination of the policy of the Northcliffe press may be dependent on the decision.

FRENCH BATTLESHIP SUNK.

STRIKES A ROCK AFTER NIGHT GUN PRACTICE.

PARIS, August 26th.

The battleship *France*, while returning from night gunnery practice and entering Quiberon Bay, through the Lateigneuse Channel, touched a rock. The *France* was carried on to the rock by a current and sank in ten fathoms of water. No casualties have been reported up to the present.

VESSEL ON HER SIDE WITH FIRES EXTINGUISHED.

BREST, August 26th.

The *France* was unable to manœuvre after coming into contact with a rock or submerged wreckage, owing to a deep rent, through which the water flowed in and extinguished the engine-room fires. At four o'clock in the morning she lay on her side, washed by the waves. There are nine hundred persons aboard.

FIFTEEN REPORTED DROWNED.

PARIS, August 26th.

The Ministry of Marine reports that fifteen were drowned on the battleship *France*.

MISSING REDUCED TO THREE.

LATER.

Further arrivals of survivors from the *France* reduce the missing to three.

The vessel sunk in seventy feet of water and it is not likely she can be salvaged.

BATTLESHIP "AUSTRALIA" TO BE SCRAPPED.

SYDNEY, August 26th.

The Commonwealth battleship, *Australia*, is to be immediately dismantled and scrapped.

ILL-FATED AIRMEN.

MAJOR BLAKE'S COLLEAGUES IN HOSPITAL.

CALCUTTA, August 25th.

Major Blake's colleagues, Messrs. Macmillan and Malins, have arrived at Chittagong and been admitted to hospital, suffering from exposure.

[Major Blake himself is in hospital at Calcutta, having been operated on for appendicitis.]

AIRMAN'S DREADFUL PLIGHT.

LATER.

When the airmen were rescued the machine had overturned and was adrift, while one airman who was clinging to the floats was unable to walk, owing to fatigue, due to exposure during forty-eight hours of the hottest weather.

It appears that Major Blake's colleagues made a second attempt to reach Burmah, but were forced to alight fifteen miles west of Chittagong as the machine turned over.

The airmen, for a long time, drifted foodless and waterless, until they were picked up. They are now trying to secure another machine from India.

THE FLIGHT ABANDONED.

CALCUTTA, August 26th.

Major Blake has abandoned the world-flight and shortly returns to England.

BRITISH TELEGRAPH COMPANY RENOUNCES RIGHTS,

WASHINGTON, August 26th.

The State Department has been informed that the Western Telegraph Co., which is a British concern, has renounced its monopoly rights in Argentine.

WESTERN UNION TO OPERATE MIAMI-BARBADOES CABLES.

WASHINGTON, August 26th.

President Harding has signed a license authorising the Western Union Company to operate the Miami-Barbadoes cable.

BRITISH SEAMEN'S DEPENDENTS.

GERMAN REPARATION PAYMENTS READY FOR DISTRIBUTION.

LONDON, August 26th.

Mr. Havelock Wilson has been notified from the Treasury that, of the £5,000,000 of German reparation money, earmarked for distribution among dependants of the 17,000 British merchant seamen killed in the war, £100,000 is immediately available.

U.S.A. STRIKE OUTLOOK.

ANTHRACITE DISPUTE NEGOTIATIONS TO RE-OPEN SHORTLY.

WASHINGTON, August 26th.

As the result of the Administration's overtures, it is anticipated that negotiations in the anthracite dispute will be re-opened shortly.

An amendment is proposed to the Borah Bill, empowering the president to acquire and operate coal mines.

FORD'S PLANTS CLOSING DOWN.

DETROIT, August 26th.

All Ford's assembly plants and several manufacturing plants, are closing down through the lack of coal. This will throw idle 8,300 employés.

RAILWAY CONFERENCE PROVES A FAILURE.

NEW YORK, August 26th.

The Railway Conference, mentioned earlier, has broken up. The attempt to end the strike by separate settlement, on individual railways, has also failed.

RAILWAYMEN REFUSE ARBITRATION.

LATER.

The executives state that they have offered to reinstate the strikers, with seniority unimpaired and refer the larger dispute to arbitration. The strikers refused, contending that, acceptance would be tantamount to the abandonment of their comrades on other railways.

LEGISLATIVE ACTION FORECASTED.

WASHINGTON, August 26th.

Following the conference between President Harding, Attorney-General Daugherty and Senator Cummins, it was intimated that the Administration would seek legislative authority to take over certain railways and anthracite mines, unless there is a radical improvement in the industrial situation within a few days.

FRENCH WATERSIDE STRIKE.

SYMPATHY STRIKE BY TRAMWAYMEN AND PRINTERS.

HAVRE, August 26th.

The tramwaymen and printers struck for twenty-four hours, in sympathy with the other strikers. A squadron of cavalry has arrived and another is expected.

STRIKERS COLLIDE WITH POLICE.

HAVRE, August 26th.

The strikers collided with the police. Three were killed and thirty-seven injured, twenty of the latter were civilians. The others were police.

CANADIAN MINERS' STRIKE SETTLED.

MEN ACCEPT WAGES CUT.

OTTAWA, August 26th.

The miners' strike in Western Canada, has been settled by the signature of an agreement to a fifteen per cent. reduction in wages, compared with 1921.

RELIEF FOR RUSSIAN REFUGEES.

ARRANGEMENTS TO LEAVE CONSTANTINOPLE.

GENEVA, August 26th.

The United States has made an offer to the League of Nations to provide for the wants of Russian refugees at Constantinople for the next four months, also to contribute $25,000 for the purpose of evacuation, provided the League secured the balance of £36,000. The League has secured the balance and the American High Commissioner has appointed a committee of Americans to administer the whole sum.

REVOLUTION IN PERU.

TWO REGIMENTS UNDER ORDERS.

VALPARAISO, August 26th.

Intercepted messages from Cuzco, Peru, indicate that there is an outbreak of revolution there. Two regiments have been ordered to Cuzco to restore order.

BIG MEXICAN FIRE.

FIVE MILLION PESOS DAMAGE.

TAMPICO, August 26th.

A disastrous fire in the business section of the town destroyed twenty-seven commercial houses and necessitated the pulling down of others, in order to check the spread of the flames. Three people were killed and the damage is estimated at 5,000,000 pesos.

DUTCH ROYALTY TO PAY STATE VISITS.

LONDON, August 26th.

Queen Wilhelmina accompanied by the Prince Consort and the Foreign Minister, Jonkheer Dr. H. A. Van Karnebeek, leave Holland at the beginning of September to pay state visits to the Danish, Norwegian and Swedish Courts.

SEIZURE OF ARMS BY GERMAN POLICE.

BERLIN, August 26th.

Advises from Bremen state that the police seized 883 rifles and 50,000 rounds of ammunition stored in a shed.

TAXATION OF UNEMPLOYMENT IN RUSSIA.

REVAL, August 27th.

The tax on behalf of the famine districts having yielded 13½ milliard roubles, it is stated that the Soviet is planning direct taxes on income from property and salaries. The unemployed in Petrograd is now 50,000 and in Moscow 42,000.

(Continued at foot of next column.)

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

FOREIGNERS KIDNAPPED BY BANDITS IN HONAN.

PEKING, August 25th.

Later reports regarding the activities of bandits in Honan show that two kidnapped foreigners were members of the construction staff. The bandits forced the French engineers to write to the Lunghai railway authorities stating the terms on which they would be handed over. It is reported that these bandits killed a Japanese girl and also sacked and burned Lingpo Hsien.

THE CHINESE RAILWAY STRIKE SETTLED.

PEKING, August 26th.

The Magistrates' negotiations yesterday failed, but last evening a deputation from Changhsintien visited Peking and reached agreement with Show Chi Hsien, Chief of the Railway Department, whereby the men agreed to resume work this morning. The Peking-Hankow service is normal to-day.

TANG SHAO YI FOR THE PREMIERSHIP.

PEKING, August 26th.

President Li Yuan Hung again forwarded the nomination of Tang Shao Yi to Parliament yesterday, having eliminated the reference to his own retirement. The nomination was placed on the agenda for Wednesday next.

PROPOSAL TO SUPPRESS PRIZE BONDS.

PEKING, August 26th.

Lu Hsien, Minister of Commerce, has referred to the Cabinet his proposal to suppress issue prize bonds for any purpose, even famine relief.

THE KIAOCHOW NEGOTIATIONS.

PEKING, August 26th.

The meeting of the Sino-Japanese Commission yesterday discussed inconclusively questions relating to the values of railway properties in Shantung. The Japanese submitted inventories of the light railways and those connecting with mines, also an inventory of construction materials bought by the Railway Department in accordance with the 1922 budget. These have been referred to a sub-committee.

SHANGHAI SEAMEN'S STRIKE ENDED.

THE C.M. CO. CONCEDES MEN'S DEMANDS.

SHANGHAI, August 26th.

The seamen's strike ended yesterday, the China Merchants' Company granting all the strikers demands, including wage increases ranging from twenty to thirty per cent. and recognition of the union. The men resumed their posts immediately.

WHITES SUPREME IN SIBERIAN MARITIME PROVINCE.

VLADIVOSTOCK, August 26th.

The White militia have driven out the Reds from the district around the southern half of Lake Hanka up to Kameno Ribolov. White partisans are patrolling the neutral zone evacuated by the Japanese.

White partisans are taking up positions along the railroad from Spassk to Vladivostock hitherto occupied by the Japanese, as the latter retire, and are entrenching for defence. Gen. Dieterichs is removing with his staff and the Zemstvo Duma to Nikolskussurissk where the seat of Government will remain.

MR. LLOYD GEORGE'S "STORY OF THE WAR."

PROCEEDS FOR WAR-CHARITIES.

LONDON, August 27th.

It is announced that Mr. Lloyd George will devote the whole of the profits of his forthcoming story of the War to charities connected with the relief of suffering caused by the war. It is believed that the amount will exceed £100,000.

EARLIER CABLES.

POWERS' ATTITUDE TO CHINA.

MR. BERTRAND RUSSELL ON CHINA'S MILITARISM.

LUGANO, August 25th.

The Hon. Bertrand Russell, who was recently in China, addressing the Women's International League for Peace and Liberty, declared that if Europeans continued their present policy towards China, she would become a great militarist country, although not that yet, and perhaps all that constituted the beauty of Chinese civilisation would be destroyed for evermore.

ALLIANCE BANK OF SIMLA.

WRITING OFF LOSSES.

LONDON, August 25th.

The report of the Alliance Bank of Simla for the year ended June 30th shows that the directors appropriated to the reserve fund 44 lakhs to meet losses and doubtful debts.

The final dividend on the ordinary shares for the year was passed. Thus the return for the year is confined to the interim distribution of 7 per cent.

Sir David Yule has accepted the Chairmanship of the Bank, whose head office is being transferred from Simla to Calcutta.

(Continued on page 6.)

AMERICAN RADIO SERVICE.

(Intercepted by the U.S.S. "Tracy," on August 25th, 1922.)

ROUNDING UP THE COMMUNISTS.

CHICAGO.

Federal Officials say that Romo has past over Stokes. He is a wealthy New York socialist and has been convicted of espionage violating Kansas City in June, 1918. He escaped from the Bridgeport Communist meeting before it was raided.

TENNIS.

BOSTON.

Patterson and O'Hara Wood, the Australians have reached the semi-finals of the National Doubles Championship, defeating Walter Westbrook, of Detroit and James-Hennessy, of Indianapolis, by 7/5, 9/3, 7/5.

Tilden and Richards reached semi-finals, defeating Arnold W. Jones and W. Ingraham, of Providence, by 6/3, 8/3, 4/6, 8/6.

THE BONUS BILL IN SENATE.

WASHINGTON.

The Senate rapidly advanced the Bonus Bill. It is believed its passage is possible, opponents being disposed to allow it to proceed, believing that President Harding will veto it. They are planning to concentrate forces to prevent passage over this veto. By a majority of forty-seven the Committee accepted the Bill within 15 minutes.

SHIP SUBSIDY BILL DEFERRED.

WASHINGTON.

President Harding in a letter to Mr. Mondell expressed his willingness that the Ship Subsidy Bill be deferred until it can secure the full attention of Congress. He said immediate action might jeopardize the success of the measure, due to diminished attendance in the House and also lead to complications. It would be folly to ignore development in the matter of the favouring provision contained in the exemption section, which is designated to provide indirect aid to American shipping interests. He is earnest about the passage of the Bill which he believes to be important in furthering commercial good fortune.

COAL STRIKE SETTLED.

ALTOONA, PA.

45,000 coal miners have been ordered to return to work as a result of agreement reached last night.

MINERS' OFFICIALS LATEST GRIEVANCE.

SPRINGFIELD.

Coal operators have announced $1.25 a ton, increase on the price of coal. The United Mine Workers' officials have termed the increase as legalized robbery in view of the fact that the miners returned to work without an increase in wages.

COMMUNIST LEADER ARRESTED.

CHICAGO.

W. Z. Foster, the leader of the 1919 steel strike and one of the foremost Radicals in America, was arrested and taken to Michigan in connection with a secret Communist meeting in the woods, near Bridgeman, Michigan. Forester denies the charges. The authorities say he is involved in one of the greatest revolutionary conspiracies of recent years.

THE RAIL STRIKE SITUATION.

NEW YORK.

Representatives of scores of railroads and the big five Brotherhoods have conferred, regarding a settlement of the shopmen's strike. No settlement has yet been reached, but they are still mediating.

PRIMARIES CONDEMNED.

SAN FRANCISCO.

Mr. Hower S. Owings, in a speech, condemned the direct Primary and favoured reverting to the old system of Conventions. He declared the Primary barred good men from public offices, unless they had money or were backed by monied men.

BASEBALL.

PHILADELPHIA.

Tillie Walker has made his thirty-first home run.

U.S.A. RADIO SERVICES.

SAN FRANCISCO.

The Radio Corporation of America has announced that within two weeks radio traffic will go direct from the business of San Francisco to Honolulu by automatic repeaters, replacing the landline. The same system will be used in forwarding traffic from Honolulu direct to Tokio.

FREEMASONARY.

PRINCE'S INVESTITURE.

The Duke of Connaught, as head of English Freemasonry, will preside at the Especial Grand Lodge arranged to be held at the Royal Albert Hall on Wednesday afternoon, October 25th. A portrait of his Royal Highness, presented by Grand Lodge, will be unveiled on this occasion. The Prince of Wales will be invested as Senior Grand Warden of England, and there will also be a number of appointments to brevet rank in Grand Lodge, covering all parts of the Empire, especially those sections recently visited by the Prince.

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CABLES.

(*Continued from page 5.*)

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

WAR DEBT TO THE UNITED STATES.

OFFICIAL BRITISH STATEMENT.

LONDON, August 25th.

An authoritative announcement has been made replying to Mr. Mellon's Washington statement. It admits that practically all the money borrowed from America was applied towards meeting British expenditure in the United States. Nevertheless, Britain would not have required assistance from America had Britain not been compelled to make advances to the Allies.

The statement concludes that early in 1918 Britain pressed the United States to relieve it of the responsibility of financing the Allies, offering in return to finance all her own expenditure in the United States without borrowing; but America declined the proposal.

FAMINE-STRICKEN RUSSIA.

GIGANTIC EFFORTS NECESSARY.

GENEVA, August 25th.

In view of recent contradictory statements with regard to the famine in Russia, the Soviet has issued an official statement that the need is still great. Thousands of children are homeless and must be fed and clothed, whilst the peasants are completely ruined. Gigantic efforts are necessary to enable the cultivation of a sufficient area. The situation in Crimea, the governments of Odessa, Nikolaev and Zaporohie in Ukraine and some governments on the Volga, especially the Tartar Republic, are worse than last year, owing to the drought and locusts.

RESUMING THE RIO FLIGHT.

WASHINGTON, August 25th.

Mr. Roosevelt has placed another seaplane at the disposal of Mr. Hinton, the pilot of the Rio de Janeiro seaplane. The crew are returning to Pensacola, whence they will resume the flight so that it may be accomplished from continent to continent without change of machine or crew.

COUNTY CRICKET.

MIDDLESEX BATSMAN'S GREAT SCORE.

LONDON, August 25th.

At Lord's, Middlesex led Kent on the first innings. Hendren scored 277 not out, the highest score of his career and the record for this season, beating Hardinge's 249 for Kent *v.* Leicester. Hendren's innings was just one short of the record score for Lord's ground of 278 by William Ward for M.C.C. *v.* Norfolk in 1820.

At Cheltenham, Gloucester beat Warwick by an innings and 163 runs. For the winners Dipper made 125 not out. The losers were dismissed in their first innings for 80, Parker capturing eight wickets for 29; while in their second innings they were all out for 73, the same bowler obtaining six wickets for 32.

At Bournemouth, Yorks beat Hants by ten wickets, Rhodes scoring 106.

In their second innings Hants were dismissed for 44, Kilner taking six wickets for 13 and Waddington four for 24.

At Manchester, the Lancashire *v.* Essex match was left drawn (play not proceeding far enough for a first-innings lead). The Lancastrian, Makepeace, scored 150.

At Northampton, Sussex beat the home county by eight wickets. Northants were dismissed in their first innings for 93, Tate capturing five wickets for 19 and A. H. Gilligan four for 13; in their second innings Bagnall scored 103.

GLIDER COMPETITIONS.

NEW RECORD ESTABLISHED.

BERLIN, August 25th.

The glider competition in the Rhoen mountains terminated with a new record by Hentzen, exceeding a three hours' flight. He landed 350 metres above the starting-point.

CLERMONT-FERRAND, August 25th.

The best performance in the motorless flights was by Douchy, who sailed nine minutes and covered three and a quarter miles.

CANADIAN IMMIGRATION.

NO PROHIBITION, EXCEPT FOR ORIENTALS.

TORONTO, August 25th.

The Dominion Trades and Labour Congress at Montreal adopted a report opining that the "entire prohibition of immigration is impracticable and inadvisable for Canada, except in the case of Orientals; and our efforts should be directed towards effective supervision and regulation."

IRREGULARS EJECTED FROM CORK.

LONDON, August 25th.

With the capture of Kinsale and Dunmanway by the Nationals, the Irregulars no longer hold any posts in Cork.

PRINTERS' STRIKE ENDED.

LONDON, August 25th.

The printers' strike has definitely ended, the typographers having balloted in favour of acceptance of the terms.

Lord Manton (formerly Mr. Joseph Watson), the soap manufacturer, who died in March, left estate valued at £1,000,000, "so far as at present can be ascertained."

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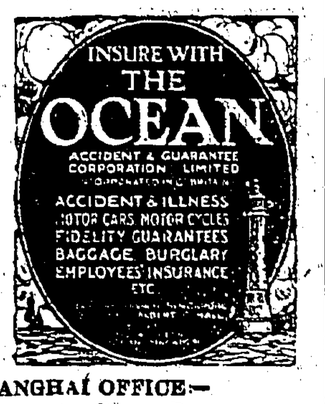

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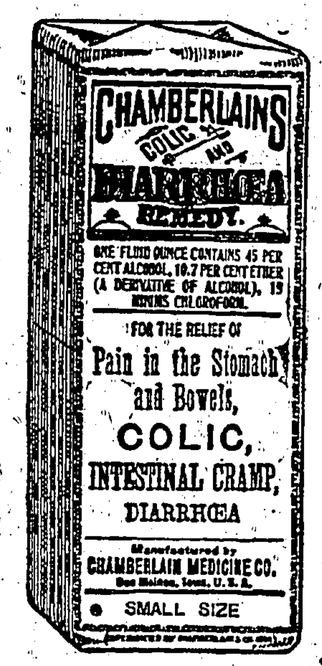

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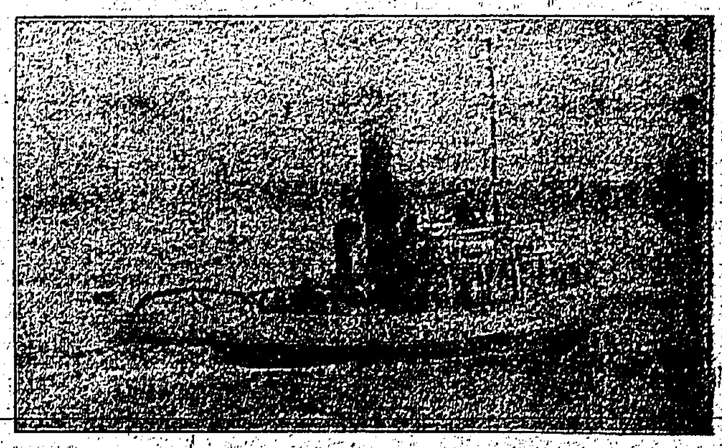

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THE EVEREST DISASTER

GENERAL BRUCE'S DESPATCH.

17 MEN BORNE DOWN THE MOUNTAIN SIDE.

General Bruce, in the despatch we publish below, tells the full story of the Everest disaster.

The party making the final assault comprised 17 men, all of whom were borne down the mountain side by the rushing avalanche. They were divided into three rope loads.

One of these ropeloads slid 150 feet down the side of the mountain. A second load was borne still further; while the third, comprising seven men, was carried over a 60-feet cliff and perished.

[BY GENERAL BRUCE.]

Rongbuk Glacier Base Camp,
June 11th.

June 7th saw the final attempt on Mount Everest. I am afraid that I have to chronicle a disaster, a terrible ending to what up to the time of writing had been an exceptionally successful Expedition. In order to lead up to the fatal day it will be necessary for me to give a short account of our position.

I have only to say that bad as the disaster was it was as nearly as possible a very much greater tragedy. Everest is a terrific enemy and the chances against those attacking it are very great. It visits the smallest error of judgment with the most terrible punishments, and like the rest of nature has no pity. The monsoon was approaching and we knew that little time was left. Unfortunately already some members of the party, to wit, Col. Strutt, Dr. Longstaff, and Maj. Morshead were obliged to return to Darjeeling. Major Morshead in need of special treatment for his regrettable frostbites. Two other members of the party, Major Norton and Capt. Bruce were also obliged from reasons of health to go to a lower altitude in the Kharta valley and were, therefore, unavailable. However, there were six members still available for our final effort and, therefore, a party was organized having two motives. There was so little time left before the approach of the Monsoon and its consequent bad weather that it was necessary to arrange for the evacuation of the camps on the East Rongbuk Glacier and for the camps also established on the slopes of Everest itself during the time that the effort again to climb Everest was being made.

START OF THE FORLORN HOPE.

It was quite clearly understood that this effort was only to be undertaken in case of real fine-weather and the party was warned to exercise the greatest care. The climbing party, Mr. Mallory, Dr. Somervell, and Capt. Finch, and its assistants Dr. Wakefield and Mr. Crawford and Capt. Morris in charge of the evacuation arrangements left the main Base Camp on the 3rd June in rather threatening weather. During the night the weather got much worse and a heavy snowstorm came on and continued for at least 36 hours. Most unluckily Captain Finch was still feeling the results of his great exertions on his attack on Everest and on arrival in Camp 1 found that he was unable to continue. He was able to return in time to the Base Camp and to join the first party returning to Darjeeling on the following day. The remainder arrived at Camp 3 on June 5th and on the 6th the weather having cleared, had a day of rest in glorious sunshine. Up to this time Monsoon conditions were prevalent, that is to say a warm, or comparatively warm, and south wind had accompanied the snow, but on this day our old and great enemy the freezing north-west wind again set up. Now there are no better conditions for getting freshly fallen snow into a trustworthy condition than first a good melting from a hot sun and then at night a tremendous drop in temperature, especially if assisted with such a dry and inconceivably cold wind as the north-west wind that blows on Everest, and it is this condition which gave the party confidence the next morning, after a night during which the thermometer registered ten degrees below zero, that the slopes leading up towards the North Col, or Chang La, would be in a trustworthy condition. So confident were they of this that they determined not only to evacuate the North Col but also made their plans for a further attempt on the great mountain.

There is always the great danger at great heights in the Himalaya of frost-bitten feet when an early start is made and, therefore, the caravan left Camp 3 at 5 a.m. consisting of Mr. Mallory, Dr. Somervell and Mr. Crawford, Mr. Crawford having joined them to assist in step cutting and making the path up to the North Col, thus hoping to relieve the other members of the party with a view to saving them for their still greater exertions on the upper part of the mountain. They were followed by fourteen coolies, on three ropes, laden with food, oxygen apparatus, etc. On this attempt oxygen was to have been employed only on the later stages of the climb. It was thought better to climb as far as possible without it and then before distress overcame them to continue, probably from the highest camps already established, using oxygen.

THE AVALANCHE.

The lower slopes leading to the North Col were found to be in good condition, the snow adhering to the ice beneath it in a very firm manner. This gave every hope for believing that this condition would be maintained right up to the North Col itself. However, at 1.30 p.m. when they were traversing slopes of the mountain about half way up to the North Col, and at a rather gentler angle, suddenly an ominous crack was heard running right across the face. Immediately the snow began to slip and the leading rope load, consisting of Mr. Mallory, Dr. Somervell, Mr. Crawford and one porter were carried down. After sliding about 150 feet, by the greatest luck the slide was checked and all four were able to extricate themselves and found they were unhurt, they being at the edge of the main slip. Looking round for the remainder of their caravan they saw some men on the snow still further below them. They got down to them as quickly as possible and found the second rope of porters also stopped, but on the edge of a small ice cliff about 60 feet deep and with a great crevasse at its foot.

It then became evident that the other two rope loads had been swept over the cliff and into the crevasse at its foot. Getting down as quickly as possible they were able to rescue three men, two of whom were buried deep in the snow and were dug out just in time and one was found upside down on the snow entirely unhurt, though dazed, having fallen 60 feet—a most miraculous escape. The remainder were buried beyond hope of recovery, deep in the crevasse, the main fall of the avalanche on top of them.

"SPLENDID PORTERS."

All hands worked for some hours as hard as possible but finally were obliged to relinquish their efforts after recovering all but one man. It is terrible to think that no less than seven of our splendid porters lost their lives in this tragedy. No Expedition that has ever travelled in the Himalaya, or for that matter in any other part of the world, has been better served by its subordinates than we have. The work they have done has been prodigious and quite without a parallel. They have always under all conditions, been cheery and have put up with the tremendous hard work and discomforts, and I may say dangers, in the most perfect sporting manner, and it is very terrible that the Expedition should be brought to its close in this very tragic manner.

Thus ends the first attempt to conquer the greatest mountain in the world. From the experience gained this year there is no reason to believe that a future attempt should be unsuccessful, but Everest has two great allies, the extreme shortness of the time available in which the weather is fine enough and in which the condition of the mountain is suitable, and secondly when the weather is fine and when the condition of the mountain is suitable those terrible westerly winds.

THE EVACUATION.

The weather has broken, southerly winds now prevail and the whole condition of the North face of Everest and of the glaciers at its foot is rapidly changing. Where we once walked on dry ice to Camp 3 are now torrents of water and the mountain sides are in a melting and unstable condition. We were lucky in completing our evacuation as we did.

The main Expedition is now leaving for the Kharta Valley for much needed rest at a much lower altitude, before returning to Darjeeling and breaking up.

WEATHER REPORT.

August 28th, at 20.10—Warning to Hongkong, Coast Ports, &c.:—Depression or typhoon of unknown intensity within 120 miles of Lat. 24 deg. N. Long. 124 deg. E., moving N.E.

August 27th, at 12.25—Warning to Hongkong, Coast Ports, &c.:—Typhoon of unknown intensity within 120 miles of Lat. 27 deg. N. Long. 125 deg. E., moving N.E.

August 27th, at 12.19.—Pressure has increased moderately over Formosa and decreased moderately at Naha. It has decreased slightly over the Philippines.

A feeble anticyclone is central to the east of Japan.

The typhoon to the north-east of Formosa is moving north-eastward.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 27th August, 0.90 inch. Total since January 1st, 48.80 inches, against an average of 64.42 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	S.W. or variable winds, moderate; generally cloudy, occasional rain.
Formosa Channel ...	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG TIDE TABLE.

From August 28th to Sept. 3rd, 1922.

Days of Week.	Days of Month.	High Water. H'kong Standard Time.	Height	Low Water. H'kong Standard Time.	Height
		h. m.	ft. in.	h. m.	ft. in.
Mon.	28	m 0 56	6 0	m 7 8	2 1
		1 59 a	5 4	7 12 a	2 8
Tues.	29	m 1 52	6 0	m 8 19	2 4
		3 18 a	4 8	7 58 a	3 3
Wed.	30	m 2 56	6 1	m 10 0	2 5
		4 46 a	4 5	8 57 a	3 7
Thur	31	m 4 8	6 2	m 11 39	2 3
		6 19 a	4 4	10 14 a	3 9
Fri.	1	m 5 14	6 3	0 48 a	1 9
		7 29 a	4 5	11 34 a	2 9
Satur	2	m 6 13	6 5	1 33 a	1 7
		8 18 a	4 7		
Sun.	3	m 7 6	6 7	m 0 42	2 6
		8 51 a	4 9	2 8 a	1 5

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SAILINGS, SUBJECT TO ALTERATION

BANGKOK via SWATOW ...	"DUFAR"	...Tuesday,	29th Aug.,	Noon.
NEWCHWANG via FOOCHOW & SHANGHAI	"LOKSANG"	...Tuesday,	29th Aug.,	Noon.
TIENTSIN	"CHIPSHING"	...Tuesday,	29th Aug.,	4 p.m.
HAIPHONG via HOIHOW	"MINGSANG"	...Wednesday,	30th Aug.	D.L.
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	...Wednesday,	30th Aug.,	Noon.
KOBE	"KUMSANG"	...Thursday,	31st Aug.,	Noon.
STRAITS & CALCUTTA ...	"HOSANG"	...Friday,	1st Sept.,	3 p.m.
MANILA	"LOONGSANG"	...Friday,	1st Sept.,	3 p.m.
SHANGHAI	"YUSANG"	...Sunday,	3rd Sept.,	Noon.
SANDAKAN	"HINSANG"	...Wednesday,	6th Sept.,	Noon.
KOBE	"FOOKSANG"	...Wednesday,	6th Sept.,	Noon.
KOBE	"KUTSANG"	...Sunday,	10th Sept.,	D.L.

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MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.
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OUTWARDS.

Vessel	Due Hongkong
"GLENARIFFE" ...	29th August.
"GLENAMOY" ...	15th September.
"GLENOGLE" ...	23rd September.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENLUCE"	2nd Sept.,	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENSHANE"	3rd Sept.,	LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"PEMBROKESHIRE"	24th Sept.,	LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENADE"	24th Sept.,	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.

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SHIPPING NEWS

ARRIVALS.

August 25th.

Kansu, British str., 1,116 tons, Capt. D. Williams, from Swatow, mdse.—B. & S.

August 26th.

Ah Pit Tai, Chinese str., 484 tons, Capt. Lam-o-Ng Wu, from K. C. Wan, with a general cargo.—Wai Hing & Co.

Apus, American str., 5,816 tons, Capt. Tornworth, from Manila, with a general cargo.—Struthers & Barry.

Chenan, British str., 1,335 tons, Capt. R. Lewis, from Hongay, with coal.—B. & S.

Chinhua, British str., 1,953 tons, Capt. A. V. Harrison, from Saigon, with rice.—B. & S.

Egra, British str., 4,800 tons, from Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.

Heffron, American str., 4,886 tons, Capt. Geo. C. Dargue, from Taku Bar, with a general cargo.—Pacific Mail S.S. Co.

Irion, British str., 6,520 tons, Capt. Thos. A. Price, from Cebu, with a general cargo.—B. & S.

Java Maru, Japanese str., 2,885 tons, Capt. J. Kojima, from Moji, with a general cargo.—O.S.K.

Kiangsu, British str., 1,541 tons, Capt. N. H. Leitch, from Singapore, with a general cargo.—B. & S.

Nanyo Maru, Japanese str., from Canton.

Ningpo, British str., 1,228 tons, Capt. D. J. James, from Swatow, with a general cargo.—B. & S.

President Madison, American str., 11,174 tons, Capt. Thos. P. Quinn, from Seattle, with a general cargo.—Admiral Line.

Prosper, Norwegian str., from Canton.

Sun On, Chinese str., 394 tons, Capt. Kwok On, from K. C. Wan, with a general cargo.—Lee Fat S.S. Co.

Tangtse Kiang, Chinese str., 402 tons, Capt. A. H. Brown, from Kinhon, with a general cargo. Yuen Cheong Lee.

Yatshing, British str., 1,421 tons, Capt. N. W. Van Cuylandt, from Bangkok, with a general cargo.—J.M. & Co.

Yingchow, British str., from Canton.

August 27th.

Awa Maru, Japanese str., 3,747 tons, Capt. J. Saito, from Singapore, with a general cargo.—N.Y.K.

Chengtu, British str., from Canton.

City of Bagdad, British str., 4,710 tons, Capt. D. Morrison, from Keelung, with a general cargo.—Bank Line.

Haifoong, British str., 1,146 tons, Capt. W. S. Turnbull, from Swatow, with a general cargo.—D.L. & Co.

Hinsang, British str., 1,585 tons, Capt. A. D. Kelman, from Sandakan, with a general cargo.—J.M. & Co.

Iyo Maru, Japanese str., 3,667 tons, Capt. S. Hirata, from Shanghai, with a general cargo.—N.Y.K.

Kosha Maru, Japanese str., 2,445 tons, Capt. T. Tasaki, from Moji, with a general cargo.—O.S.K.

Meikai Maru, Japanese str., 1,994 tons, Capt. R. Sugiyama, from Miike, with coal.—Y.K.K.

New Mathilda, British str., 942 tons, Capt. H. Cookson, from Hoihow, with a general cargo.—Po Shun S.S. Co.

Passat, Norwegian str., 774 tons, Capt. C. Faye, from Hoihow, with a general cargo.—Kai Yue & Co.

Sharf Dart, British str., 1,774 tons, Capt. J. W. Bell, from Chinwangtao, with coal.—Dodwell & Co.

Szechuen, British str., 1,594 tons, Capt. J. Gibbs, from Shanghai, with a general cargo.—B. & S.

Tosa Maru, Japanese str., 3,439 tons, Capt. T. Watanabe, from Singapore, with a general cargo.—N.Y.K.

Tungshing, Chinese str., 768 tons, Capt. J. LaFerrer, from Swatow, with a general cargo.—Yee Woo S.S. Co.

CLEARANCES.

August 26th.

Amakusa Maru, for Swatow.
Ascot, for Swatow.
Bintang, for Bangkok.
Chipshing, for Canton.
Helikon, for Canton.
Hopsang, for Shanghai.
Hwah Wu, for Chinwangtao.
Indien, for Shanghai.
Java Maru, for Singapore.
Kiangsu, for Swatow.
Macassar Maru, for Saigon.
Ningpo, for Canton.
Prosper, for Saigon.
Providence, for Newchwang.
Suruga, for Manila.
Tjipanas, for Saigon.
Yingchow, for Shanghai.

PASSENGERS.

ARRIVALS.

Per s.s. *Haifoong*, on August 27th:—Mr. H. Jones, Mrs. F. Brooke, Mr. S. Easlea, Mr. Christensen.

DEPARTURES.

Per R.M.S. *Empress of Australia*, on August 26th:—Mr. R. L. Atkin, Mr. C. J. Hollmann-Akren, Mr. Wm. Begg, Major F. Yeats-Brown, Mr. Geo. R. Birkelund, Mr. and Mrs. A. Bittens, Mrs. Franklin Baker, Jr., Mr. Moore Bennett, Mrs. E. de la Cruz, Mrs. Robert Drude, Mr. J. A. Dewar, Mr. W. R. Farmer, Mr. and Mrs. R. F. France, Mr. Gonuco, Miss Lucy Goodridge, Miss L. Hammett, Mr. G. F. Hue, Miss A. Halley, Mr. and Mrs. R. E. Jenkins, Mrs. Paz G. King, Miss Josephine King, Mr. O. Lammert, H.E. Hon. Aylmer C. Pearson, C.M.G. and Mrs. Pearson, Mr. David L. Patterson, Mr. and Mrs. C. R. Powrie, Colonel O. B. Perry, Mr. F. S. Pease, Mr. and Mrs. H. M. H. Remedios, Mr. and Mrs. O. Ranft, Miss F. A. Reay, Mr. and Mrs. B. Rose, Mr. H. R. Rehington, Mr. and Mrs. Alex. Stevens, Mr. G. Summerfield, Mr. Chas. Stafford, Archdeacon F. X. Soares, Dr. Gladys Turner, Mr. and Mrs. W. Warren, Dr. G. Duncan Whyte, and many Chinese.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Katori Maru* (European line) left Kobe for Hongkong *vid* Moji and Shanghai on August 25th, and is expected here on September 2nd.

The N.Y.K. s.s. *Yoshino Maru* (Australian line) left Sydney for Hongkong *vid* ports on August 25th, and is expected here on September 14th.

The s.s. *Protesilaus* (Blue Funnel) arrived at Seattle on August 24th.

The R.M.S. *Empress of Asia* arrived at Shanghai on August 25th, mid-night, left Shanghai at noon on Saturday, and is due at Manila on August 29th, 6 a.m.

VESSELS EXPECTED.

Ajax (Blue Funnel), due Sept. 4th.
Antiochus (Blue Funnel), due August 31st.
Bellerophon (Blue Funnel), due October 12th.
Eastern (E. & A.), due August 29th, 6 a.m.
Empress of Asia, due August 31st, 6 a.m.
Helenus (Blue Funnel), due Sept. 26th.
Hyson (Blue Funnel), due September 10th.
Kulgan (P. & O.), due August 29th, 7 a.m.
Nagano Maru (N.Y.K.), due Sept. 7th.
Orestes (Blue Funnel), due Sept. 19th.
Talthybius (Blue Funnel), Sept. 3rd.
Tarilla (B.I.), due August 28th.
Tydeus (Blue Funnel), due Sept. 13th.
Tyndareus (Blue Funnel), due Sept. 21st.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 27th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.69	29.67	29.63
Temperature	87	77	84
Humidity	70	95	81
Wind Direction	W	N	ENE
Force	2	1	1
Weather	c	or	o
Rain	0.20	0.00	0.50

Highest open-air Temperature on 26th ... 88
Lowest open-air Temperature on 27th ... 77

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	1922 W.L. Aug. 24.	1922 W.L. Aug. 25.
Wuchow, W. River	Feet. +79.50	Feet. —2.42	Feet. 37.90	Feet. —
Kongmoon, W. River	+14.70	—0.80	—	—
Linkonghow, N. River	+57.00	—	13.50	12.00
Samshui, N. River	+27.25	—5.00	13.60	13.70
Sheklung, E. River	+15.15	—0.93	3.90	5.50

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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LIVERPOOL via MARSEILLES & VALENCIA	Bengal Maru	Jap.	Nippon Yusen Kaisha	On 7th Sept.
BOSTON & NEW YORK via SUEZ	Titan	Brit.	The Bank Line, Limited	On 5th Sept.
NEW YORK & BOSTON	Slavic Prince	Brit.	Prince Line	End of Sept.
SAN FRANCISCO	West Ivan	Am.	Struthers & Barry	On 9th Sept.
SAN FRANCISCO via S'HAI & JAP. PORTS & H'LU.	President Cleveland	Am.	Pacific Mail S.S. Co.	On 13th Sept.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	China	Am.	China Mail S.S. Co., Ltd.	On 16th Sept.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	About 21st Sept.
VICTORIA, SEATTLE & VANCOUVER via S'HAI, J. PORTS.	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 15th Sept., at 11 a.m.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Hawaii Maru	Jap.	Osaka Shosen Kaisha	On 1st Sept.
VICTORIA, SEATTLE & VANCOUVER	Ixion	Brit.	Butterfield & Swire	On 29th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd	On 7th Sept.
MARSEILLES, LONDON & ANTWARP	Jeypore	Brit.	P. & O.-B. I. & A. L.	On 30th inst.
MARSEILLES via HAIPHONG, SAIGON, S'PORE &c.	Cordillere	Fren.	Messageries Maritimes	On 5th Sept.
MARSEILLES, L'DON., ANTWERP via SINGAPORE, &c.	Katori Maru	Jap.	Nippon Yusen Kaisha	On 1st Sept., at Noon.
LONDON, ROTTERDAM & ANTWERP	Theseus	Brit.	Butterfield & Swire	On 4th Sept.
LONDON, AMSTERDAM, & ANTWERP	Teiresias	Brit.	Butterfield & Swire	On 25th Sept.
GENOA, LONDON, ROTTERDAM, ANTWERP & HAMBURG	Glenshane	Brit.	Jardine, Matheson & Co., Ltd	On 3rd Sept.
GENOA, MARSEILLES, LIVERPOOL & GLASGOW	Ningchow	Brit.	Butterfield & Swire	On 7th Sept.
ROTTERDAM, AMSTERDAM & HAMBURG	Sembilan	Dut.	Java-China-Japan-Lijn	On 21st Sept.
HAVRE, LONDON, ANTWERP & HAMBURG	City of Manchester	Brit.	The Bank Line, Ltd.	On 23th inst.
BOMBAY, MARSEILLES, LONDON & ANTWERP	Macedonia	Brit.	P. & O.-B. I. & A. L.	On 27th Sept.
CALCUTTA via SINGAPORE, PENANG & RANGOON	Takaoka Maru	Jap.	Nippon Yusen Kaisha	On 8th Sept.
STRAITS & CALCUTTA	Hosang	Brit.	Jardines, Matheson & Co., Ltd.	On 1st Sept., 3 p.m.
SINGAPORE & BELAWAN-DELI	Van Overtraten	Dut.	Java-China-Japan-Lijn	On 4th Sept.
BRINDISI, VENICE & TRIESTE	Tracia	Brit.	Dodwell & Co., Ltd.	About 5th Sept.
CHEFOO & NEWCHWANG	Ichang	Brit.	Butterfield & Swire	On 29th inst., at 4 p.m.
HAIPHONG via HOIHOW & PAKHOI	Taikwa Maru	Jap.	Yamashita Kisen Kaisha	About 31st inst.
KEELUNG via SWATOW & AMOY	Hozni Maru	Jap.	Yamashita Kisen Kaisha	About 31st inst.
SANDAKAN	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th Sept., at Noon.
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 19th Sept., at 11 a.m.
AUSTRALIAN PORTS	Eastern	Brit.	P. & O.-B. I. & A. L.	On 31st inst., Noon.
TSINGTAU via SWATOW & SHANGHAI	Kwongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 30th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	Tosa Maru	Jap	Nippon Yusen Kaisha	On 28th inst.
SHANGHAI, KOBE & YOKOHAMA	Angkor	Fran.	Messageries Maritime	About 1st Sept.
SHANGHAI & Japan	Kalyan	Brit.	P. & O.-B. I. & A. L.	On 30th inst., 4 p.m.
SHANGHAI	Parsia	Brit.	Dodwell & Co., Ltd.	About 6th Sept.
KOBE	Kumsang	Brit.	Jardine, Matheson & Co., Ltd.	On 31st inst., at Noon.
SHANGHAI & JAPAN	Tjiliwong	Dut.	Java-China-Japan Lijn	About 4th Sept.
SAIGON, BANGKOK & SINGAPORE	Busho Mara	Jap.	Osaka Shosen Kaisha	On 1st Sept.
MAKASSAR & SOERABAIA	Tjibodas	Dut.	Java-China-Japan Lijn	About 3rd Sept.
BANGKOK via SWATOW	Drufar	Brit.	Jardine, Matheson & Co., Ltd.	On 29th inst., at Noon.
SWATOW & BANGKOK	Kaying	Brit.	Butterfield & Swire	On 3rd Sept., at 4 p.m.
SWATOW AMOY & FOOCHOW	Haifoong	Brit.	Douglas Lapraik & Co.	On 29th inst., at 1 p.m.
SWATOW, AMOY & FOOCHOW	Haihong	Brit.	Douglas Lapraik & Co.	On 5th Sept., at 1 p.m.
MANILA	Loongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 1st Sept., at 2 p.m.
MANILA, SINGAPORE, BATAVIA, SAMARANG, &c.	Dewey	Am.	Struthers & Barry	On 5th Sept.
MANILA, CEBU & ILOILO	Taming	Brit.	Butterfield & Swire	On 2nd Sept., 4 p.m.

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Empress Russia	Oct. 5	Oct. 23	Empress Scotland	Oct. 17	Oct. 24
Empress Australia	Oct. 19	Nov. 6	Empress France	Oct. 31	Nov. 6
Empress Asia	Nov. 2	Nov. 20	Empress Scotland	Nov. 14	Nov. 21
Empress Canada	Nov. 16	Dec. 4	Empress France	Nov. 28	Dec. 5
			Empress Scotland	Dec. 12	Dec. 19

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SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

IYO MARU (Nagasaki direct) ... ... Saturday, 16th Sept., at 11 a.m.
SHIDZUOKA MARU ... ... Saturday, 30th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KATORI MARU ... ... Sunday, 3rd Sept., at 11 a.m.
ATSUTA MARU ... ... Friday, 15th Sept., at 11 a.m.

HAMBURG via DUNKIRK, LONDON, ROTTERDAM.

LIMA MARU ... ... Friday, 8th September.

LIVERPOOL via MARSEILLES & GLASGOW.

BENGAL MARU ... ... Thursday, 7th September.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... ... Tuesday, 19th Sept., at 11 a.m.
YOSHINO MARU ... ... Tuesday, 17th Oct., at 11 a.m.

NEW YORK, via PANAMA.

LYONS MARU ... ... Middle of September.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

BOMBAY via Singapore and Colombo.

KAMAKURA MARU ... ... Sunday, 10th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

TAKAOKA MARU ... ... Friday, 8th Sept.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... ... Friday, 15th Sept., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOSA MARU ... ... Monday, 28th August.
HAKONE MARU ... ... Monday, 4th Sept., 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA
Telephone Nos. 282 & 293. K. H. KAMEI, Manager.

REMOVAL NOTICE.

HAVE REMOVED TO

No. 16, Des Vœux Rd., C.,

(Between Our Former Premises and Blue Bird's)

On display New Stock of

MANILA HEMP HATS,
SWATOW DRAWN WORKS,
EMBROIDERIES and LACES.

SWATOW DRAWN WORK CO.,

Phone No. 2360. P. O. Box 445.

"PHILIPS"

A PHILIPS LAMP IS A PERMANENT ECONOMY

SOLE AGENTS

Holland-China Trading Co.
Hong Kong

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

West Ivan" ... ... Due Hongkong 7th Sept.
Leaves Hongkong 9th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

"Dewey"... ... ... Due Hongkong 4th Sept.
Leaves Hongkong 5th Sept.
"Elkridge" ... ... Due Hongkong 24th Sept.
Leaves Hongkong 25th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY,

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES. INDO-CHINA-STRAITS & JAVA.

1st Floor, Powell's Building, Phone No. 3008

G. P. BRADFORD, Res. Agent.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS
Minimum Rate U.S.G. $577.07
Maximum Rate U.S.G. $620.50
First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "NANKING" s.s. "CHINA" Sept. 16th.

via Manila, Nagasaki Yokohama and Honolulu.

s.s. "NILE" Sept. 30th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN" To Swatow and Amoy.

s.s. "GORJISTAN" To Singapore, Batavia, Semarang, Sourabaya. August 29th.

s.s. "ARMANESTAN" To Swatow and Amoy. On or about Sept. 9th.

s.s. "ARMANESTAN" To Singapore, Batavia, Semarang, Sourabaya. Sept. 15th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco by weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT.

PRINCE'S BUILDING, TELEPHONES: PASSENGER DEPT., No. 1934.

ICE-HOUSE STREET, TEL.: FREIGHT DEPT. & AGENT, No. 2161.

CABLE ADD: "CHIMAIL." [24

THE NEW FRENCH REMEDY

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Malaria Cachexia. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.

SOLELY LEADING CHEMISTS, 7 PLACE DE L'ODEON, PARIS. 3, RUE DE LA CAMPAGNE-PREMIERE, PARIS.

SEE TRADE MARKED WORD "THERAPION" ON EVERY BOTTLE. REFUSE ALL OFFERS OF SUBSTITUTES.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

PRICE ... ... $5.

DAILY PRESS OFFICE.

ELLERMAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

FREIGHT & PASSENGER SERVICE.

OUTWARDS.

s.s. "CITY OF SYDNEY" ... ...27th Aug....Shanghai, Kobe & Yokohama.

HOMEWARDS.

s.s. "CITY OF MANCHESTER" ... 28th Aug....Marseilles, London & Antwerp.
s.s. "CITY OF FLORENCE" ... 6th Sept....London, Antwerp, Rotterdam & Hamburg.

Subject to change without notice.
For particulars of freight and passage rates apply to:—

THE BANK LINE, LTD.,
General Agents.

REISS & Co., CANTON.

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BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN SS. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

s.s. "TITAN"	...via Suez Canal	...	...	5th Sept.
s.s. "CITY OF LINCOLN" ...	...via Suez Canal	...	...	15th Sept.
s.s. "CITY OF BRISTOL" ...	...via Suez Canal	...	...	25th Sept.
s.s. "CITY OF MELBOURNE"	...via Suez Canal	...	...	15th October.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO., CANTON.

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MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

Destinations.	Steamer & Displacement.		Sailing Dates.
SHANGHAI KOBE & YOKOHAMA	"ANGKOR"	15,000 ...	On or about 1st Sept.
	"ANGERS"	15,000 ...	On or about 15th Sept.
	"AZAY LE RIDEAU"	15,000 ...	On or about 29th Sept.
MARSEILLES, via HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID	"CORDILLERE"	11,000 ...	On or about 5th Sept.
	"AMAZONE"	11,000 ...	On or about 19th Sept.
	"ANGKOR"	15,000 ...	On or about 3rd Oct.
	"ANGERS"	15,000 ...	On or about 17th Oct.

COMMERCIAL LINE

HARVE, DUNKIRK & ANTWERP DIRECT	"LT. ST. LOUBERT BIE"	... ...	About 26th Sept.

ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION:
Telephone 740.

A. JOBARD,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine!

FOR

SWATOW AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFOONG ...	Capt. W. S. Turnbull	Tuesday,	29th Aug.,	at 1 p.m.
HAICHING ...	Capt. J. S. Thomson	Friday,	1st Sept.,	at 1 p.m.
HAIHONG ...	Capt. W. C. Passmore	Tuesday,	5th Sept.,	at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Heihow & Pakhoi

s.s. "TAIKWA MARU ... ... on or about 31st Aug.

FOR KEELUNG via Swatow & Amoy

s.s. "HOZUI MARU ... ... on or about 31st Aug.

For further particulars, please apply to—

Branch Office:
No. 37 Benham Strand, West.
Tel. No. 155.

S. MITARAI,
Agent,
Top Floor, King's Building.
Tel. No. 140.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"JEYPORE" †	5,318	30th Aug.	Marseilles, London & Antwerp.
"DEVANHA"	8,092	29th Aug., 5 p.m.	do.
"NOVARA"	6,850	13th Sept.	do.
"SOUDAN"	6,696	22nd Sept.	S'pore., Penang, Colombo & Bombay
"MACEDONIA"	10,512	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"MANTUA"	11,000	25th Oct.	Bombay, Mars., L'don. & Awerp.
"DONGOLA"	8,056	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"KARMALA"	9,000	6th Dec.	Bombay, Mars., L'don. & A'werp.
"KASHGAR"	9,000	27th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	10th Jan., 1923	do.
"SARDINIA"	6,580	24th Jan.,	do.
"NELLORE"	6,853	7th Feb.	do.

BRITISH INDIA - APCAR SAILINGS

"EGRA"	5,108	28th Aug., 3 p.m.	Singapore via Amoy.
"GREGORY APCAR"	4,649	2nd Sept.	Calcutta via Singapore, Port Swettenham & Penang*

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	31st Aug., Noon	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, [San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"TORILLA"	5,205	29th Aug., Noon	Kobe & Moji.
"KALYAN"	8,987	30th Aug., 4 p.m.	Shanghai, Kobe & Yokohama.
"SOUDAN"	6,696	7th Sept.	Shanghai.
"MACEDONIA"	11,000	9th Sept.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to NOON on the day previous to sailing.

For Further Information, Passage Fares, Freights Handbooks, etc., apply to—

† Cargo only.

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. [1

O. S. K.

SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM ANTWERP & MARSEILLES—Monthly direct service via Singapore and Port Said.
"LONDON MARU" (Taking Passengers to Europe) Saturday, 16th Sept.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.
"TACOMA MARU" ... ... Tuesday, 19th Sept.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
"BUSHO MARU" ... ... Friday, 1st Sept.

CALCUTTA via SINGAPORE & RANGOON.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.
"HAWAII MARU" ... ... Friday, 1st Sept.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HAVANA MARU" ... ... Tuesday, 12th Sept.

NEW ORELEANS LINE via SUEZ.
"SUMATRA MARU" ... ... Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai.
"ALTAI MARU" ... ... Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.
"KAIJO MARU" and "AMAKUSA MARU" ... ... Every Sunday.

TAKAO via SWATOW AMOY.
"SOSHU MARU" ... ... Thursday, 7th Sept.

Tel. No. 4090.

I. YASAUDA, Manager

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "SLAVIC PRINCE" ... ... End of September.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
St. George's Building.

Telephone 3165.
Telegrams (Farapring)

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
SHANGHAI	"CHENGTU" ...	On 28th Aug., 4 p.m.
CHEFOO & NEWCHWANG	"ICHANG" ...	On 29th Aug., 4 p.m.
SHANGHAI	"SZECHUEN" ...	On 29th Aug., 4 p.m.
SHANGHAI & TSINGTAO	"LIANCHOW" ...	On 30th Aug., 4 p.m.
MANILA, CEBU & ILOILO	"TAMING" ...	On 2nd Sept., 4 p.m.
SWATOW & AMOY	"KIUNGCHOW"	On 2nd Sept., 4 p.m.
SWATOW & SINGAPORE	"KWEIYANG" ...	On 3rd Sept., 4 p.m.
SWATOW & BANGKOK	"KAYING" ...	On 3rd Sept., 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW" ...	On 6th Sept., 4 p.m.

☞ SHANGHAI LINE—PASSENGER MAILS and CARGO Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 28. BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.),
Agents.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL
BANGKOK	"DOEN SAMUD"	Sept. 11th, 6 p.m.
BANGKOK	"PHAN SAMUD"	Sept. 13th, 6 p.m.

For farther particulars apply to
Messrs. BUTTERFIELD & SWIRE
TELEPHONE 36. (JOHN SWIRE & SONS, LTD.), Agents.
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AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"TAIYUAN" ...	23rd Sept.	27th Sept.
"CHANGSHA" ...	15th Oct.	20th Oct.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
Telephone No. 25 (JOHN SWIRE & SONS, LTD.), Agent.

PACIFIC MAIL S.S. CO., Managing Agents, U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports USG $620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU:

	Leaves Hongkong	Arrives San Francisco
S.S. "PRESIDENT CLEVELAND" (formerly "GOLDEN STATE")	...Sept. 13th	Oct. 5th.
S.S. "PRESIDENT WILSON" (formerly "EMPIRE STATE")	...Oct. 4th	Oct. 26th
S.S. "PRESIDENT TAFT"	...Oct. 14th	Nov. 5th.

"Sailings and Fares Subject to change without Notice."

HONGKONG-CALCUTTA SERVICE

CALCUTTA VIA SINGAPORE, PENANG AND RANGOON.

S.S. "LAKE FIELDING" ... ... Sept. 1st, at noon

TAMPA INTER-OCEAN S.S. CO.

FOR HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA & NEW YORK.

S.S. "HEFFRON" ...	Aug. 26th.
S.S. "VICTORIOUS" ...	Aug. 31st.
S.S. "ETHANALLEN" ...	Oct. 10th.
S.S. "HANOVER" ...	Nov. 8th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.
Telephone 141. Cable Address "SOLANO." Union Building, Hongkong.
AGENTS AT CANTON—REISS & Co.
[25

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

s.s. "PERSIA" ... ... sailing on or about 6th September.

FOR BRINDISI, VENICE & TRIESTE

s.s. "TRACIA" ... ... sailing on or about 5th September.
s.s. "PERSIA" ... ... sailing on or about 25th September.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMONA" ... ... sailing 30th August.
s.s. "UMLAZI" ... ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED,
Agents.

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POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Shanghai	*Changchow* ...	28th August
Calcutta & Straits	*Torilla*	28th August.
Europe via Suez (Letters and Papers, London 29th July, & Parcels, Mail 19th July)	*Kaiyan*	29th August.
Japan	*Eastern*	29th August.

OUTWARD MAILS.

For	Per	Date
Amoy	*Ryna*	Monday, 28th, 10.30 A M
Keelung	*City of Lincoln* ...	Monday, 28th, 2.00 P M
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Egypt & EUROPE, via MARSEILLES,—due Marseilles, 1st October	*Devanha* ...	Parcels:— 28th. 5.00 P M Tuesday, 29th, Registration 2.15 A M Letters 3.30 A M
Shanghai and North China	*Chenglu*	Monday, 28th, 2.30 P M
Fort Bayard	*Ah Pui Tai* ...	Tuesday, 29th, 3.00 P M
Philippine Islands	*Pres. Madison* ...	Monday, 28th, 4.00 P M
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & *Europe via MARSEILLES —due Marseilles 1st, Oct.	*City of Manchester*	Monday, 28th, Registration 5.00 P M Letters 5.00 P M
Foochow	*Lokoning*	Tuesday, 29th, 10.00 A M
*Swatow and Bangkok	*Ursular*	Tuesday, 29th, 10.00 A M
Kobe	*Torilla*	Tuesday, 29th, 10.00 A M
Swatow, Amoy and Foochow	*Haifoong*	Tuesday, 29th, Noon
Chefoo	*Ichang*	Tuesday, 29th, 2.00 P M
Tientsin	*Chipshing*	Tuesday, 29th, 2.00 P M
Shanghai and North China ...	*Szechuen*	Tuesday 29th, 2.00 P M
Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria B.C.—due Victoria B.C 21st Sept. — ...	*Iwa* ...	Tuesday, 29th, Registration 2.45 P M Letters ... 3.30 P M

*Correspondence bearing vessel's name only

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"THESEUS" 4TH SEPT. London, Rotterdam & Antwerp.
"RHESUS" 11TH SEPT. London, Rotterdam & Hamburg.
"TEIRESIAS" 25TH SEPT. London, Amsterdam & Antwerp.
"LAOMEDON" 2ND OCT. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"NINGCHOW" 7TH SEPT. Genoa, Marseilles, Liverpool & Glasgow.
"HECTOR" 20TH SEPT. Liverpool & Glasgow.
"KNIGHT TEMPLAR" 2ND OCT. Marseilles, Havre & Liverpool.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"IXION" 29TH AUG. } Victoria, Seattle & Vancouver.
"TALTHYBIUS" 19TH SEPT. }

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"TITAN" 5TH SEPT. via Suez.
"PELEUS" 5TH OCT. via Suez.
"AGAMEMNON" 25TH OCT. via Suez.

PASSENGER SERVICE

"TEIRESIAS" 25TH SEPT. for Singapore & London.
"PYRRHUS" 1ST NOV. for Shanghai & Japan.
"PYRRHUS" 4TH DEC. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.),
AGENT.

ASIA BANKING CORPORATION

AN AMERICAN INSTITUTION.

CAPITAL U.S. $1,000,000. SURPLUS U.S. $1,000,000.

Controlled by a group of large American Banks and operated under laws of the Federal Reserve Bank and the New York State Banking Department.
Current and Savings Accounts and Fixed Deposits opened in U.S Currency, Sterling, Francs, Pesos and Local Currency upon application.
Through our correspondents in all parts of the World we are qualified to render an International Banking Service that is economical, accurate and prompt.

HEAD OFFICE IN THE UNITED STATES
NEW YORK

HEAD OFFICE IN THE FAR EAST:
SHANGHAI

BRANCH OFFICES:
PEKING, TIENTSIN, HANKOW, CANTON, HONGKONG
SINGAPORE, MANILA, SAN FRANCISCO.

D M. BIGGAR.
MANAGER.

FOR EUROPE AND AMERICA
INDIA, AUSTRALIA, &c.,
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
Is given of the

HONGKONG WEEKLY PRESS

with which is incorporated
"THE CHINA OVERLAND TRADE REPORT" in

Subscription, paid in advance, $12 per annum. Including Postage to any part of the world, $14.

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE
ST. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors
MR. WONG SHIU HAM.

Chief Manager... ...MR. L. S. HOLUM.
Asst. Manager... ...MR. K. T. WONG.
Hongkong Manager ..MR. L. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent., and 6 per cent., per annum, respectively

L. S. HOLUM.
Hongkong October 2nd 192.

COMMERCIAL.

OPENING QUOTATIONS

26th August, 1922.

ON LONDON:—	
Telegraphic Transfer ...	2/6⅛
Bank Bill, on demand ...	2/6⅛
Bank Bill, at 30 days sight ...	—
Banks Bills, at 4 months' sight	2/6⅞
Credits, at 4 months' sight ...	2/7⅛
Documentary Bills 4 months' sight	2/7⅛
ON PARIS.—	
Bank Bills, on demand ...	765
Credits, 4 months' sight ...	800
ON NEW YORK.—	
Bank Bills, on demand ...	57⅛
Credits, at 60 days' sight	59
ON BOMBAY.—	
Telegraphic Transfer	—
Bank Bills, on demand ...	196½
ON CALCUTTA.—	
Telegraphic Transfer	—
Bank Bills, on demand ...	186½
ON SHANGHAI—	
Bank Bills, at sight ...	—
Pritabe, 30 days' sight ...	—
ON YOKOHAMA.—On demand	119½
ON MANILA.—On demand. ...	116
ON SINGAPORE.—On demand	110
ON BATAVIA.—On demand ...	148
ON HAIPHONG.—On demand...	nom.
ON SAIGON.—On demand ...	—
ON BANGKOK.—On demand ...	81½
SOVEREIGNS, Bank's Buying rate	$ 7.04
GOLD LEAF 100 fine per tael ...	44.00
BAR SILVER per oz.	35⅛

	Per usual
Hongkong ...10 cent piece...	$10 Premium
Hongkong ...20 " ...	0.30 Discount
Canton ...20 " ...	13 16 "
Canton ...10 " ...	6 00 "

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital $20,000,000
Reserve Funds:—
Sterling $4,560,000
Silver $23,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:

G. M. DENWELL Esq.—Chairman.
Hon. Mr. A. O. Lang.—Deputy Chairman.
D. G. M. Bernard, Esq. | Hon. Mr. E. V. D. Farr
A. M. Bowes Smith, Esq | W. L. Pattenden, Esq.
G. T. M. Edkins, Esq. | H. P. White, Esq.
P. H. Holyoak, Esq.

Chief Manager:
A. G. STEPHEN, Esq.

Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, March 2nd, 1922. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Acting Chief Manager.
Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital £3,000,000
Reserve Fund £2,700,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods, at rates which will be quoted on application.

J. L. CROCKATT,
Manager.
Hongkong, March 30th, 1921. [49

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital ...	...F. 100,000,000	$3,333,333
Paid-up Capital	...F. 80,000,000	$2,666,666
Reserve Fund	...F. 19,445,200	$ 620,433
Special Reserve	...F. 32 663,000	$ 2 721,667

Head Office:—Amsterdam.
Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Soerabaja
Bombay	Padang	Soerakarta
Calcutta	Palembang	(Solo)
Cheribon	Pekalongan	Taking Ting
Djember	Penang	(Deli).
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betong
Kota-Radja	Samarang	Tjilatjap
Langsa	Shanghai	Weltevreden

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues Letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP
Agent.
Hongkong September 25th, 1921.

"CAPSTAN"

Cigarettes and Tobaccos

The Popular Smoke

SOLD EVERYWHERE

from Timbuctoo to Tibet
Rio to Rangoon
Piccadilly to Pechili

"CAPSTAN"—THE NAME THAT COUNTS

British-American Tobacco Co., (China) Ltd.
Distributors

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital...	£1,059,000
Reserve Fund	£1,150,000

BANKERS
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK LTD.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.
7, Queen's Road Central,
Hongkong, January 17th, 1922. [42

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU
Chief Manager.
125

THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 23rd of November, 1917.)

Authorised Capital	$40,000,000.00
Paid-up Capital	12,379,800.00
Reserve Funds	8,607,678.00

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

The Equitable Trust Company New York.

Interest allowed on Current Account and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities

Special facilities for Home Exchange.

TSUYEN PHI,
Manager.
Hongkong, September 9th

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C, HONGKONG.
Established 1919.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	200,000.00

DIRECTORS:

Mr. FONG WAI TING, Chairman,
Hon. Mr. Chow Shou Son,
Mr. Li Koon Chun, Mr. Kan Ying Po,
Mr. Fung Ping Shan, Mr. Mok Ching Kong,
Mr. P. K. Kwok, Mr. Wong Yan Tong,
Mr. Kan Chiu Nam. Mr. Chan Ching Shak,
Mr. Huynh Tai, Mr. Ng Chang Lak.

Chief Manager ... Mr. Kan Yan Po,
Asst. Manager ... Mr. L. Tse Fong.

BRANCHES & AGENCIES:—	
LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers —The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 month at the rate of 3 per cent. per annum
For 6 month at the rate of 5 per cent. per annum
For 12 month at the rate of 6 per cent. per annum

KAN TONG PO,
Chief Manager.
Hongkong, March 8th 1922. 73

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up)	Yen 100,000,000
Reserve Fund	Yen 81,000,000

HEAD OFFICE YOKOHAMA.

Branches and Agencies at

Batavia	Kobe	Soerabaya	
Bombay	London	Rangoon	
Buenos Ayres	Lyons	San Francisco	
Calcutta	Los Angeles	Seattle	
Changchun	Manila	Shanghai	
Dairen (Dalny)	Nagasaki	Singapore	
engtie n	Nagoya	Shimonoseki	
Mukden	Newchwang	Sydney	
Hamburg	Osaka	Tientsin	
Hankow	New York	Tokyo	
Honolulu	Pekin	Tsinanfu	
Harbin	Rio de Janeiro	Tsingtau	
Kai Yuen	Saigon	Vladivostok	

Interest allowed on Current Accounts.

Deposits received for fixed periods at per rates to be obtained on application.

T NISHIYAMA,
Manager.
11th March, 1922. [274]

THE BANK OF TAIWAN, Limited.
(TAIWAN GINKO).

perpetuated by Special Imperial Charter 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 52,500,000
Reserve Funds	" 11,750,000

HEAD OFFICE:—TAIPEH, FORMOSA

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pisan, Shinchiku, Taichu, Tainan, Taitsu, Toroyen, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH
Manager

HONGKONG BRANCH,
2, Des Voeux Road
Hongkong, 1st February, 1922.

BANQUE DE L'INDO-CHINE, PARIS

HEAD OFFICE: 96, Boulevard Haussmann, Paris.

Subscribed Capital...	Frs. 72,000,000.00
Paid-up Capital	Frs. 62,400,000.00
Reserve Funds	Frs. 69,567,203.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industrial et Commercial Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: ... Co., Morgan J. P. French American Banking Corporation Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.
Hongkong, July 13th, 1921.

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